CLASS TWO NOTAMS

August 2, 1984

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U.S. Department of Transportation
Federal Aviation Administration

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SECTION TWO SPECIAL NOTICES LISTED ON FRONT COVER.

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NOTICES TO AIRMEN

NOTAM information current as of July 17, 1984
FDC NOTAMs listed thru FDC #4/1715, July 18, 1984

FOREWORD

This publication is divided into two sections

(1) The first section contains selected notices which are expected to remain in effect for an extended period, and FDC NOTAMs which are current thru the FDC NOTAM number and date shown above NOTAMS in this publication will not be included in the Flight Service Station Service A telecommunications system and are not included in pilot briefings unless specifically requested by the pilot If NOTAMS concerning a facility are included both in the Service A system and this publication, the Service A system information takes precedence, that is, it is considered more current Similarly, Service A and Class Two NOTAMS take precedence over information in the Airport / Facility Directory. Complete flight information can be obtained by receiving a weather briefing and reviewing both the Class Two NOTAMS and the Airport / Facility Directory

The selected notices are included to reduce congestion on the teletype circuits. Only those notices which are expected to remain in effect for at least seven days after the effective date of the publication will be included The number in parenthesis after each entry is the month and year when the item first appeared in this publication

National Flight Data Center (FDC) NOTAMs primarily reflect changes to Standard Instrument Approach Procedures FDC NOTAMs also establish Flight Restrictions and correct data on aeronautical charts

The last FDC NOTAM included in the publication is noted by number and date This will aid the user in updating the listing with any FDC NOTAMs which may have been issued after publication

The cutoff date for information to be included in this section is three weeks prior to the effective date of the publication

(2) The second section contains special notices that, either because they are too long or because they concern a wide or unspecified geographical area, are not suitable for inclusion in the first section

The content of these notices vary widely and there are no specific criteria for inclusion, other than their enhancement of flight safety

The cutoff date for information to be included in this section is three weeks prior to the effective date of the publication (seven weeks prior if graphics will be required)

All the information contained in this publication will be carried until the information expires, is cancelled, or in the case of permanent information, is published in the appropriate publication, e g , the Airport / Facility Directory

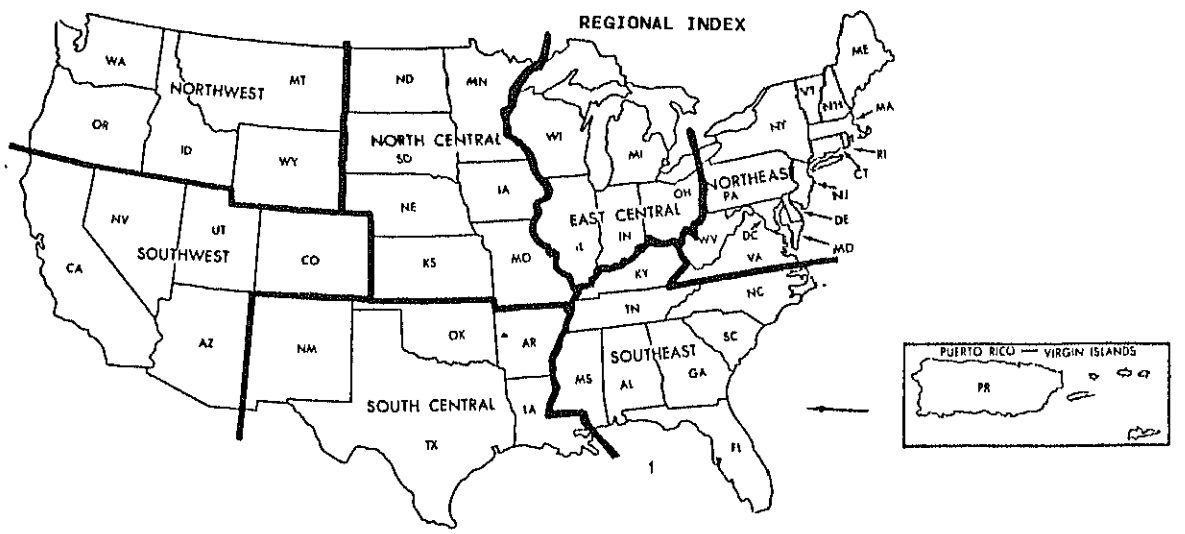
NOTE ALL times are indicated as GMT or local During periods of Daylight Saving Time, effective hours in local time will be one hour earlier than shown All states observe daylight saving time except Arizona, that portion of Indiana in the Eastern Time Zone, Puerto Rico, and the Virgin Islands

NOTE Underscored items (except city names) indicate new information in this issue

FDC NOTAM LEGEND

4/103	-----	Accountability number assigned to the message originator
FI/T	------	Flight Information of a Temporary nature
FI/P	------	Flight Information of a Permanent nature

REGIONAL INDEX



SECTION ONE

*** GENERAL ***

[NOTICES TO AIRMEN]

NOTICE ARPT ADVISORY PRACTICES
RECOMMENDED OUTBOUND AND INBOUND REPORTS WHEN OPERATING AT AN ARPT WHERE THE TOWER IS NOT IN OPERATION
a PART-TIME TOWER CLSD OR TOWER TEMPORARILY CLSD AND FSS CLSD OR NO FSS UNLESS OTHERWISE SPECIFIED IN AN APPLICABLE NOTAM BROADCAST POSITION OR INTENTIONS IN THE BLIND ON TOWER LOCAL CONTROL FREQUENCY OUTBOUND BEFORE TAKING RWY FOR TAKEOFF AND INBOUND ENTERING DOWNWIND AND FINAL
b PART-TIME TOWER CLSD OR TOWER TEMPORARILY CLSD AND FSS OPEN FOR ARPT ADVISORY SERVICE (AAS) COMMUNICATE WITH FSS ON TOWER LOCAL CONTROL FREQUENCY OR FREQUENCY SPECIFIED IN APPLICABLE NOTAM

NOTICE COPIES OF SPECIAL FEDERAL AVIATION REGULATION NO 46 (SFAR-46) WHICH CONTAINS THE AIRPORT, AIRSPACE, SECURITY, AND FLIGHT OPERATIONS REQUIREMENTS AND SERVICES FOR THE XXIII OLYMPIAD ARE AVAILABLE UPON REQUEST FROM

DOT/FAA
OFFICE OF PUBLIC AFFAIRS
PUBLIC AND EMPLOYEE COMMUNICATIONS
800 INDEPENDENCE AVE., S W
WASHINGTON, D C 20591
TELEPHONE: 202-426-8058

[FDC NOTAMS]

FDC 4/262 FI/T /YAP/ YAP YAP ISLAND TT NDB RWY 7 AMDT 4 DELETE NOTE ACTIVATE MIRL RWY 7-25 REIL AND VASI RWYS 7 AND 25 123 6

FDC 4/334 THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC ORBANDAR ABBASS, BUSHER ATC AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS OPERATORS OF U S REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT-NOTAM INFORMATION DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55

FDC 4/423 THE CONSOLIDATED NOTAM SYSTEM ACTIVE SINCE 240245 FOLLOWING REQ/REPLY PROCEDURES UTILIZING SVC B OR AFTN ARE IN EFFECT
ADDRESS REQUEST TO KDZZNA USING AFTN FORMAT OR SVC B EXAMPLE DCA GG KDZZNA
FDC NOTAMS EXAMPLE USE EXCLAMATION POINT OR WESTWIND ARROW (ADP CODE) DEPENDING ON YOUR EQUIPMENT FOLLOWED BY SVC
EXCLAMATION POINT (NO SPACE) SVC RQ DOM ACC=FDC LOC=BWI
THIS WILL GIVE FDC NOTAMS FOR BALTIMORE
EXCLAMATION POINT (NO SPACE) SVC RQ DOM ACC=FDC NT=3/102
THIS WILL GIVE ONLY FDC NOTAM NUMBER 3/102
INTERNATIONAL NOTAMS
EXCLAMATION POINT (NO SPACE) SVC RQ INT LOC=EGGN
THIS WILL GIVE ALL INTERNATIONAL NOTAMS FOR LOCATION EGGN
EXCLAMATION POINT (NO SPACE) SVC RQ INT ACC=EGGNYN NT A005/84
THIS WILL GIVE ONLY NOTAM A005/84 ISSUED BY EGGNYN NOTAM OFFICE FACILITIES WHICH DO NOT HAVE CAPABILITY OF TRANSMITTING AN EQUAL SIGN /=/ MAY MAKE THEIR REQUEST TO THE U S NOTAM OFFICE ADDRESS KDCAYN OR TELEPHONE 202-426-3390

FDC 4/763 FDC FI/T AWYS V51 HARRIS/HRS/GA VORTAC TO HINCH/HCH/TN VORTAC MEA 7000 V97 NELLO/GA FIX TO HINDE/TN FIX MEA 9000 V16/V165 HINCH/HCH/TN VORTAC TO KNOXVILLE/TYS/TN VORTAC MEA 5000 V16 KNOXVILLE/TYS/TN VORTAC TO HOLSTON MOUNTAIN/HMV/TN VORTAC MEA 6000 V165/V185 KNOXVILLE/TYS/TN VORTAC TO SNOWBIRD /SGT/TN VORTAC MEA 7000 SNOWBIRD/SGT/TN VORTAC TO SUGARLOAF/SUG/ NC VORTAC MEA 8000 V115 KNOXVILLE/TYS/TN VORTAC TO ROSAR KY FIX MEA 5100 V16N/V519 KNOXVILLE/TYS/TN VORTAC TO FARLI TN FIX NA V517 KNOXVILLE/TYS/TN VORTAC TO MIAMI KY FIX NA

FDC 4/810 FLIGHT RESTRICTIONS WITHIN AN AREA BOUNDED BY 1938N/156W /KOA/ 135/003 TO 1957N/15536W /MUF/ 120-005 TO 1959N/ 15520W /MUF/ 080/019 TO 1935N/15509W /ITO/213/012 TO 1907N/15540W /KOA/137/038 TO 1938N/156W /KOA/ 135/003 EFFECTIVE DAYLIGHT HOURS UNTIL FURTHER NOTICE PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL HONOLULU ARTCC 808-734-6667 IS COORDINATING ATC FACILITY

FDC 4/811 FDC FLIGHT RESTRICTION WITHIN THE LATERAL LIMITS OF
A R2921 FROM 2849/8051W TO 2851N/8047W TO 2851N/8042W THEN 003 NAUTICAL MILES FROM AND PARALLEL TO THE SHORELINE TO 2845N/8038W TO 2842N/8048W TO POINT OF ORIGIN
B R2922 FROM 2842N/8048W TO 2845N/8038W TO 2840W/8040W TO 2838N/8047W TO POINT OF ORIGIN
C. R2926 FROM 2841N/8044W TO 2829N/8041W TO 2825N/8041W TO 2825N/8042W TO POINT OF ORIGIN
D R2927 FROM 2825N/8042W TO 2825N/8031W TO 2823N/8035W TO 2823N/8041W TO POINT OF ORIGIN EFFECTIVE 130830 GMT APRIL 84

PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT
A R2921 SURFACE TO 8000 FEET ABOVE GROUND LEVEL
B R2922 SURFACE TO 1200 FEET ABOVE GROUND LEVEL
C R2926 SURFACE TO 1200 FEET ABOVE GROUND LEVEL.
D R2927 SURFACE TO 8000 FEET ABOVE GROUND LEVEL

MELBOURNE FL /MLB/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 4/816 FDC PURSUANT TO FAR 91 91 THE FOLLOWING TEMPORARY RESTRICTED AREA IS ESTABLISHED 1500 FT AGL AND BELOW FOR FIXED WING AIRCRAFT 500 FT AGL AND BELOW FOR HELICOPTERS IN THAT AREA FROM THE HILO VORTAC TO A POINT ON THE HILO VOR RADIAL 170 AT 25 NM THENCE DIRECT TO THE SUMMIT OF MAUNA LOA DIRECT TO A POINT ON THE HILO VOR RADIAL 255 AT 25 NM DIRECT TO THE HILO VORTAC THAT AREA ENCOMPASSING THE MOUNTAIN VIEW AIRPORT AND THE HILO AIRPORT TRAFFIC AREA ARE EXCLUDED AIRCRAFT OPERATING IN THE VICINITY OF THE TEMPORARY RESTRICTED AREA SHOULD USE FREQUENCY 122 7 PERMISSION TO OPERATE IN THE RESTRICTED AREA AT ALTITUDES LOWER THAN THOSE SPECIFIED ABOVE MUST BE OBTAINED FROM HILO CIVIL DEFENSE AGENCY PHONE 935-0031 ALSO A FLIGHT PLAN MUST BE FILED WITH HNL FSS IN ACCORDANCE WITH 91 91

FDC 4/1122 FDC FLIGHT RESTRICTION 1 NAUTICAL MILE RADIUS OF /BGQ/ VORTAC PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 FEET ABOVE GROUND LEVEL /ANC/IS COORDINATING FLIGHT SERVICE STATION

FDC 4/1203 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE /ABQ/VORTAC 358 DEGREE RADIAL AT 078 NAUTICAL MILES PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL /ABQ/ IS COORDINATING FLIGHT SERVICE STATION FOR APVL THRU THE AREA CALL 505-766-1955

FDC 4/1282 FI/T V113 SDO VORTAC TO ROBUD INT, MEA 12000 SOUTHBOUND, 10000 NORTHBOUND

FDC 4/1332 FLIGHT RESTRICTION EFFECTIVE 0600EDT 13 JULY 84 THRU 2100EDT 16 JULY 84 A 5 STATUTE MILE ARC FROM 001 DEGREE BEARING THRU 180 DEGREE BEARING OF SENECA AAF, ROMULUS NY PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO BUT NOT INCLUDING 4000 FEET MEAN SEA LEVEL EXCEPT AS AUTHORIZED BY ATC FREQ 119 55 MHZ FOR OFFICIAL PRESS FLIGHTS ONLY, 2000 FEET AGL AND ABOVE IS AUTHORIZED THIS RESTRICTION DOES NOT APPLY TO PARTICIPATING MILITARY AIRCRAFT

FDC 4/1452 FLIGHT RESTRICTIONS WITHIN THE LATERAL LIMITS OF, .

A R2921 FROM 2849N 8051W TO 2851N 8047W TO 2851N 8042W THEN 003 NAUTICAL MILES FROM AND PARALLEL TO THE SHORELINE TO 2845N 8048W TO 2842N 8048W TO POINT OF ORIGIN

B. R2922 FROM 2842N 8048W TO 2845N 8038W TO 2840N 8040W TO 2838N 8047W TO POINT OF ORIGIN

C. R2926 FROM 2841N 8044W TO 2829N 8041W TO 1825N 8041W TO 2825N 8042W TO POINT OF ORIGIN
D R2927 FROM 2825N 8042S TO 2825N 8031W TO 2823N 8035W TO 2823N 8041W TO POINT OF ORIGIN.

2 PURSUANT TO FEDERAL AIR REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT.

A. R2921 SURFACE TO 8000 FEET ABOVE GROUND LEVEL
B R2922 SURFACE TO 1200 FEET ABOVE GROUND LEVEL.
C. R2926 SURFACE TO 1200 FEET ABOVE GROUND LEVEL
D. R2927 SURFACE TO 8000 FEET ABOVE GROUND LEVEL.

MELBOURNE FL..MLB..IS COORDINATING FLIGHT SERVICE STATION EFFECTIVE 260930Z JUNE 84.

FDC 4/1560 FI/P /AWYS/MA/ME CANAL, MA FIX MRA 9000, FRILL, MA FIX MRA 6000, TUCKE, MA FIX MRA 13000, SEWER, ME FIX MRA 17000

FDC 4/1613 FI/P /GRO/ROTA INTL, ROTA ISLAND MARIANA ISLANDS NDB RWY 27 AMDT 1 AND NDB RWY 9 AMDT 1 CHG NOTE PROCEDURE NA AT NIGHT TO READ PROCEDURE NA AT NIGHT EXCEPT BY PRIOR ARRANGEMENTS FOR RWY LGTS THIS IS AMDT 2 RESPECTIVELY

FDC 4/1630 OMEGA STATION NORWAY WILL BE OFF AIR FOR ANNUAL MAINTENANCE FROM 200600 GMT TIL 311800 GMT AUG 1984

***** ALASKAN SUPPLEMENT *****

ALASKA

[NOTICES TO AIRMEN]

FOR FURTHER INFORMATION ON ALASKA OTHER THAN FDC NOTAMS CONSULT THE ALASKAN SUPPLEMENT

[FDC NOTAMS]

FDC 4/116 FI/T /BRW/WILEY POST-WILL ROGERS MEMORIAL, BARROW AK ILS/DME RWY 6 AMDT 1, TRML RTE BROWERVILLE NDB TO I-BRW SW CRS/ 6 DME VIA 247 BRG/5NM FROM BROWERVILLE NDB, ALT 2000 BROWERVILLE IDENT CHANGED TO VIR AND RELOCATED TO LAT 71-16-58N LONG 56-46-52W

FDC 4/182 FI/T /ENA/KENAI MUNI KENAI AK VOR RWY 19 AMDT 12 ILS RWY 19 AMDT 3 CHANGE MISSED APCH TO READ CLIMBING RIGHT TURN TO 2000 DIRECT ENA VOR OR WHEN DIRECTED BY ATC CLIMBING RIGHT TURN TO 2000 VIA HDG 320 AND ENA R-275 TO TWIGI 8 DME AND HOLD WEST RIGHT TURNS 095 INBOUND

FDC 4/364 FI/T /SIT/ SITKA SITKA AK NDB-A ORIG FAC 002 BRG FROM SIT NDB LDA/DME RWY 11 AMDT 6/TRML ROUTE SIT NDB TO I-SIT LDA NW CRS/4 DME VIA 347 BRG/14 8 NM FROM SIT NDB/ALT 4200 VOR-A AMDT 7/TRML ROUTE SIT NDB TO BKA VORTAC VIA 018 BRG/0 3 NM ALT 1700

FDC 4/713 FI/T /CDB/COLD BAY, COLD BAY, AK NDB RWY 14 AMDT 9, ILS RWY 14 AMDT 12, LOC/DME BC RWY 32 AMDT 4, VOR RWY 14 AMDT 10, VORTAC-A AMDT 3, CAT D CIRCLING NA WEST OF RWY 14-32.

FDC 4/1270 FI/T /GAL/GALENA GALENA AK RADAR-1 AMDT 7 PAR RWY 25 TCH 35/RPI 814 FT

FDC 3/551 FI/T /SIT/ SITKA SITKA, AK LDA/DME RWY 11 AMDT 6 TRML RTES R-066/25 DME BKA VORTAC TO I-SIT LDA E CRS 6 DME AND I-SIT LDA E CRS 6 DME TO I-SIT LDA W CRS 4 DME NA

FDC 3/1716 FI/T /FAI/ FAIRBANKS INTL FAIRBANKS AK. ILS RWY 19R AMDT 19 HI-ILS RWY 19R DSTC MM TO THR 0 5 NM ALT A MM 634 FT DELETE AI COMPASS LOCATOR AT MM /FREQ 215 KHZ/ NDB RWY 19R AMDT 16 DELETE COMPASS LOCATOR AT MM

FDC 3/2260 FI/P EFFECTIVE 10/30/83 TIME ZONES REALIGN IN ALASKA AS FOLLOWS .
1 YUKON STANDARD TIME ZONE /GMT-9/ /-8DT/ INCLUDES THE ENTIRE STATE OF ALASKA EXCEPT FOR THAT PART OF THE ALEUTIAN ISLANDS WEST OF 169 DEGRESS 30 MINUTES WEST LONGITUDE.

2 ALASKA - HAWAII STANDARD TIME ZONE /GMT-10/ /-9DT/ INCLUDES THE ENTIRE STATE OF HAWAII AND THAT PART OF THE ALEUTIAN ISLANDS WEST OF 169 DEGREES 30 MINUTES WEST LONGITUDE

AERONAUTICAL PUBLICATIONS/CHARTS WILL BE CORRECTED BEGINNING 11/24/83 CONTACT FLIGHT SERVICE STATION FOR CORRECT DATA

FDC 2/683 FI/T /PHO / POINT HOPE POINT HOPE AK NDB RWY 1 ORIG AND NDB RWY 19 ORIG ALTN MINS NA

FDC 2/684 FI/T /Z60/ AMBLER AMBLER AK NDB RWY 36 ORIG ALTN MINS NA

*** PACIFIC SUPPLEMENT ***

HAWAII

[NOTICES TO AIRMEN]

FOR FURTHER INFORMATION ON HAWAII OTHER THAN FDC NOTAMS CONSULT THE PACIFIC SUPPLEMENT

[FDC NOTAMS]

FDC 4/456 FI/T AWYS/HI EFFECTIVE IMMEDIATELY HAWAII V20 JIGEL INT/LNY 40 DME MRA IS 4000 FEET

FDC 4/744 PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTIONS ARE DESIGNATED FOR THE FLWG AIRSPACE WITHIN DESIGNATED AREA OF HILO/ITO/VORTAC 210 DEG RADIAL 30NM CLOCKWISE ARC TO 30NM ON THE HILO VORTAC 260 DEG RADIAL THENCE ORCT TO HILO VORTAC VIA THE 260 DEG RADIAL 1500 FEET ABOVE GROUND LEVEL AND BELOW FOR FIXED WING AIRCRAFT AND 500 FEET ABOVE GROUND LEVEL AND BELOW FOR HELICOPTERS EXCLUSIVE OF THE HILO AIRPORT TRAFFIC AREA AND THAT PORTION OF R3103 NO PERSON MAY OPERATE AN AIRCRAFT WITHIN DESIGNATED AIRSPACE UNLESS AUTHORIZED BY PROVISIONS OF FAR 91 91

FDC 4/783 FI/T /OGG/KAHULUI KAHULUI HI ILS RWY 2 AMDT 17 ADD 2ND ALTERNATE MISSED APPROACH QUOTE .OR WHEN DIRECTED BY ATC CLIMB TO 3000 ON LOC 024 NE COURSE THEN CLIMBING RIGHT TURN TO 5000 VIA OGG LOC 204 NE COURSE AND LOC 204 SW COURSE TO CAMPS INT AND HOLD W LT 095 INBOUND UNQUOTE

FDC 4/1010 FI/P AWY HI V15 BETWEEN SOUTH KAUAI HI VORTAC AND HONOLULU HI VORTAC MEA 5000 V13 BETWEEN LIHUE HI VORTAC AND KOKO HEAD HI VORTAC MEA 4000 V2 BETWEEN SOUTH KAUAI HI VORTAC AND LIHUE HI VORTAC MEA 5000 LIHUE HI VORTAC AND MOREY HI FIX MEA 3000 SE END 4000 NW BND MOREY HI FIX AND BROMS HI FIX MEA 3000 MOCA 1200

FDC 4/1059 FI/P /LIH/LIHUE LIHUE HI CORRECT U.S GOVERNMENT FLT INFO PUB PACIFIC CHART SUPPLEMENT DEPARTURE PROCEDURES/TAKEOFF MINIMUMS TO READ AS FOLLOWS TAKEOFF MINIMUMS RWYS 3/17/35 STANDARD RWY 21 CAT A/B 1600-2, CAT C/D/E/ 2200-2 OR STANDARD WITH MINIMUM CLIMB OF 497 FT PER NM TO 1800 CAT A/B AND 551 FT PER NM TO 2400 CAT C/D/E RWY 21 WHEN SPECIAL IFR DEPARTURE USED 600-2 OR STANDARD WITH MINIMUM CLIMB OF 389 FT PER NM TO 1000 IFR DEPARTURE PROCEDURE: RWY 3 CLIMB RUNWAY HEADING TO 500 THEN CLIMBING RIGHT TURN AS CLEARED RWY 21 IMMEDIATE CLIMBING LEFT TURN HEADING 120 THEN CLIMB AS CLEARED, RWY 35 CLIMBING RIGHT TURN TO 500 THEN CLIMB AS CLEARED RWY 17 CLIMBING LEFT TURN TO 500 THEN CLIMB AS CLEARED. SPECIAL IFR DEPARTURE PROCEDURES. RWY 21 IMMEDIATE CLIMBING LEFT TURN HEADING 120 TO LIH R-150, THEN AS CLEARED. TURN MUST BE STARTED PRIOR TO LIH 0 7 DME AND MAINTAINED AT OR WITHIN LIH 0 7 DME UNTIL HEADING 120 AND CROSSING LIH R-150 CAUTION PRECIPITOUS TERRAIN TO 2297 FT IN SW QUADRANT FROM AIRPORT.

FDC 4/1281 FI/P AWY HI V7 MOANA INT, HI TO LANAI VORTAC HI DELETE PUBLISHED MOCA

FDC 4/1562 FI/T /LIH/LIHUE LIHUE HI ILS RWY 35 ORIG PROC NA

FDC 4/1654 FI/P /LIH/LIHUE LIHUE HI VOR-A ORIG DELETE NOTES CAT B/C/D CIRCLING NA WEST OF RWY 17-35 AND CAT A CIRCLING NA NW OF RWY 3-21 ADD NOTE USE HIGHER MDA/S WHEN CIRCLING TO RWY 3 THIS IS AMDT 1

FDC 3/2575 FI/T AWY V16-21 PEBLE INT TO MAKAI INT MEA 5000 FT AMSL

*** NORTHWEST ***

IDAHO

[NOTICES TO AIRMEN]

COEUR D'ALENE

COEUR D'ALENE VOR (COE) OTS TIL 01 SEP 84 (7/84)

POCATELLO

POCATELLO MUNI ARPT· ACTIVATE MALSR RWY 21 & ODALS RWY 3 119 1 (6/84)

RIGBY

RIGBY ARPT NAME CHANGED TO RIGBY-JEFFERSON COUNTY (6/84)

[FDC NOTAMS]

FDC 3/696 FI/T /IDA/ FANNING FIELD IDAHO FALLS, ID ILS RWY 20 AMDT 4 TRML RTE DBS VORTAC TO UCONN LOM NA

FDC 3/1589 FI/T COE/COEUR D ALENE AIR TERMINAL COEUR D ALENE ID ILS RWY 5 AMDT 1 ADD NOTE..GS UNUSABLE BELOW 2470

FDC 2/2501 FI/T /IDA / FANNING FIELD IDAHO FALLS ID LOC BC RWY 2 AMDT 1 ADD NOTE .DISREGARD GLIDE SLOPE INDICATIONS

FDC 1/1899 FI/T /TWF/ TWIN FALLS CITY-COUNTY ARPT JOSLIN FLD/ TWIN FALLS/ ID. NDB RWY 25 AMDT 4/ ILS RWY 25 AMDT 5. WHEN TWF ATCT NOT IN OPN ALTN MINS NA

MONTANA

[NOTICES TO AIRMEN]

CONRAD

CONRAD ARPT ACTIVATE MIRL RWY 05/23, VASI & REIL RWY 23 122.8. (7/84)

FAIRFIELD

FAIRFIELD ARPT, RWY 07/25 CLSD PERMLY (7/84)

[FDC NOTAMS]

FDC 4/74 FI/T /HLN/HELENA REGIONAL HELENA MT STANDARD INSTRUMENT DEPARTURE- STAKK ONE DEPARTURE/PILOT NAV/PROC NA FOR RWY 26 DEPARTURES

FDC 4/995 FI/T /CTB/BUTBANK MUNI, CUTBANK, MT VOR RWY 31 AMDT 11, WHEN CTB FSS CLOSED PROC AND ALTN MINS NA

FDC 3/1583 FI/T /MSO/ MISSOULA COUNTY MISSOULA MT ILS-1 RWY 11 AMDT 7 AND ILS-2 RWY 11 AMDT 3 GS UNUSBL BELOW 3500

FDC 3/1804 FI/T /BTM/ BERT MOONEY, BUTTE MT LOC/DME RWY 15, AMDT 3 SI-15 AND CIRCLING VIS MINS 2 1/2 MILES FOR CAT A AND B ALTN MINS 1500-3 FOR CAT A AND B

FDC 3/2139 FI/T /SDY/ SIDNEY-RICHLAND MUNI SIDNEY MT NDB/DME RWY 1 ORIG PROC NA

FDC 2/375 FI/T /GGW/ GLASGOW INTL, GLASGOW, MT NDB RWY 12, AMDT 2 AND NDB RWY 30 AMDT 2 PROCS NA

FDC 1/1898 FI/T /GTF/ GREAT FALLS INTL/ GREAT FALLS/ MT NDB RWY 34 AMDT 13/ ILS RWY 3 ORIG/ ILS RWY 34 AMDT 17 WHEN GTF ATCT NOT IN OPN ALTN MINS NA

FDC 1/3193 FI/T /SBX/ SHELBY SHELBY MT NDB RWY 23 AMDT 3 ALTN MIN NA WHEN CTB FSS CLSD

FDC 1/3199 FI/T /CTB/ CUT BANK MT VOR RWY 31 AMDT 11 PROC NA WHEN CTB FSS CLSD EXCEPT FOR OPERATORS WITH APPROVED WEA REPORTING SERVICE

OREGON

[NOTICES TO AIRMEN]

PENDLETON

PENDLETON MUNI ARPT ACTIVATE MALSR RWY 25 & ODALS RWY 07 118 7 (6/84) ILS RWY 25 (I-PDT) MM CMSND (6/84)

[FDC NOTAMS]

FDC 4/385 FI/T /BKE/BAKER MUNICIPAL, BAKER, OR VOR/DME RWY 12, AMDT 9, PROCEDURE TURN NA

FDC 4/584 FI/T /TTD/PORTLAND-TROUTDALE/PORTLAND/OR. IFR DEP PROC CHANGE NE-BOUND V448S TO NE-BOUND V468

FDC 4/1014 FI/T /PDX/PORTLAND INTERNATIONAL PORTLAND OR LOC/DME RWY 20 AMDT 3 PROC NA

FDC 4/1703 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE PORTLAND OR/PDX/VORTAC 351 DEGREE RADIAL AT 023 NAUTICAL MILES PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTION ARE IN EFFECT SURFACE TO 6000 FEET MEAN SEA LEVEL. PORTLAND/PDX IS COORDINATING FLIGHT SERVICE STATION NOTE: NEWS MEDIA AIRCRAFT ALLOWED PPR CONTACT FLIGHT SERVICE STATION

FDC 3/242 FI/T /RDM/ ROBERTS FIELD REDMOND, OR ILS RWY 22 ORIG TRML RTE R-346 RDM VORTAC CW TO LOC COURSE VIA RDM VORTAC 22 DME ARC ALT 7800

FDC 3/274 FI/T /MFR/ MEDFORD-JACKSON COUNTY MEDFORD, OR VOR/DME RWY 14 ORIG SI MDA 2000/HAT 691 VIS 2400 RVR CAT A

FDC 3/1229 FI/T /DLS/ THE DALLES MUNI THE DALLES OR VOR/ DME-A AMDT 2 MDA 1940/ HAA 1697 ALL CATS VIS CAT A 1 1/4 CAT B 1 1/2 CAT C/D 3

FDC 3/1404 FI/T /RBG/ ROSEBURG MUNI ROSEBURG OR IFR DEPARTURE PROCEDURE CHANGE V287E TO V448 AND V23W TO V495

FDC 3/1671 FI/T /PDX/ PORTLAND INTL PORTLAND OR. LOC BC RWY 10L AMDT 11 DISREGARD GS INDICATIONS

FDC 3/1968 FI/T /PDX/PORTLAND INTERNATIONAL, PORTLAND, OR VOR-A AMDT 6 CIRCLING CAT A MDA 860/HAA 834/VIS 1 CAT B MDA 900/HAA 874/ VIS 1 1/4, CAT C MDA 900/HAA 874/VIS 2 1/2, CAT D MDA 1140/HAA 1114/ VIS 3, DME MINIMA CAT C MDA 720/HAA 694/VIS 2, CAT D MDA 980/HAA 954/VIS 3 ALTN MINS 1200-3 PDX 6 DME FIX 860

FDC 3/1980 FI/T /EUG/ MAHLON SWEET FIELD EUGENE OR VOR/DME OR TACAN RWY 3 AMDT 2 SI MINS NA AT NIGHT WHEN ATCT CLOSED

FDC 3/2027 FI/T /AST/ PORT OF ASTORIA, ASTORIA OR. VOR RWY 13 AMDT 12 PROC NA

FDC 2/2081 FI/T /PDT / PENDLETON MUNI PENDLETON OR. ILS RWY 25 AMDT 21 SI VIS 3/4 ALL CATS FAR 135 AUTH RWY 25 3/4 MILE

FDC 1/2136 FI/T /MFR/ MEDFORD-JACKSON COUNTY ARPT MEDFORD OR ILS RWY 14 AMDT 10 AND LOC /DME BC-B AMDT 3 WHEN MFR ATCT NOT IN OPN ALTN MINS NA

FDC 1/2248 FI/T /PDT/ PENDLETON MUNI/ PENDLETON/ OR NDB-A AMDT 5/ ILS RWY 25 AMDT 21 WHEN PDT ATCT NOT IN OPN ALTN MINS NA

FDC 1/2769 FI/T /LMT/ KINGSLEY FLD KLAMATH FALLS, OR VOR /DME RWY 14 /TAC/ ORIG AND VOR /DME RWY 32 /TAC/ ORIG CAT A AND B CIRCLING MDA 4980/HAA 888/VSBY 1 1/4 CAT C CIRCLING MDA 4980/HAA 888 VSBY 2 3/4

WASHINGTON

[NOTICES TO AIRMEN]

OLYMPIA

OLYMPIA ARPT CLSD TO ACR OPNS WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 206-754-1664 (6/84)

[FDC NOTAMS]

FDC 4/59 FI/T /KLS/ KELSO-LONGVIEW AIRPORT, KELSO, WA NDB-A AMDT 1 CIRCLING NA NE OF RWY 11-29

FDC 4/380 FI/T /ELN/BOWERS FIELD, ELLENSBURG, WA IFR DEPARTURE PROCEDURE CHANGE S-BOUND V25/25W TO READ S-BOUND V25/V468 AND CHANGE W-BOUND V2/V25 TO W-BOUND V2/V187

FDC 4/382 FI/T /S44/ SPANAWAY, SPANAWAY, WA IFR DEPARTURE PROCEDURE CHANGE E-BOUND V4S TO E-BOUND V187

FDC 4/582 FI/T /60S/PEARSON AIRPARK, VANCOUVER/WA IFR DEP PROC CHANGE NE-BOUND V448S TO V468

FDC 4/583 FI/T /PSC/TRI-CITIES/PASCO/WA. IFR DEP PROC CHANGE SE-BOUND V4N-V112W-V298 TO SE-BOUND V298 AND W-BOUND V298/ V298N TO W-BOUND V298/V204.

FDC 4/1315 FI/T /OOO/ALTURAS MUNI ALTURAS CA NDB RWY 31 ORIG ACTIVATE MIRL RWY 13-31 /LIRL RWY 3-21 REIL AND VASI RWY 31 UNICOM

FDC 4/1350 FI/P /SMO/SANTA MONICA MUNI SANTA MONICA CA VOR-A AMDT 6 CORRECT U S GOVERNMENT APCH AND LNDG CHART FINAL APCH COURSE TO 212 DEGREES

FDC 4/1353 FI/T /WVI/WATSONVILLE MUNI. WATSONVILLE CA NDB-B ORIG. LOC RWY 1 AMDT 1 ACTIVATE MIRL RWY 1-19 VASI RWY 19, REIL RWY 1 UNICOM

FDC 4/1356 FI/T /SAC/SACRAMENTO, CA AWY V23W SAC VORTAC TO LODDI INT MEA 3000 V65-V334 SAC VORTAC TO OAKEY INT MEA 2500

FDC 4/1357 FI/T /SAC/SACRAMENTO, CA VORTAC V65-V334 SAC VORTAC TO OAKEY INT MEA 2500

FDC 4/1371 FI/T /OO5/UNIVERSITY, DAVIS CA VOR RWY 16 ORIG MSA SUU VOR 25 NM R-065 CLKWS TO R-150 3000, R-150 CLKWS TO R-325 4900, R-325 CLKWS TO R-065 1700

FDC 4/1373 FI/T/045/NUT TREE, VACAVILLE CA VOR-A AMDT 2 MSA SAC VORTAC 25 NM R-310 CLKWS TO R-220 3000, R-220 CLKWS TO R-310 3900

FDC 4/1379 FI/T /SMF/SACRAMENTO METROPOLITAN SACRAMENTO CA NDB RWY 34 ORIG AND ILS RWY 34 AMDT 1/MSA HU LOM 25NM BRG 100 CLKWS TO 190-3000/BRG 190 CLKWS TO 280-4100/BRG 280 CLKWS TO 100-3200

FDC 4/1442 FI/T /LAX/LOS ANGELES INTL, LOS ANGELES, CA EFFECTIVE 1300 GMT 25 JUN 1984 IFR DEPARTURE RWY 25L 300-1 OR STANDARD WITH MINIMUM CLIMB OF 350 FT PER NM TO 400 FT TEMPORARY CRANE 307 FT MSL APPROX DURATION 90 DAYS

FDC 4/1536 FI/T /SAC/SACRAMENTO EXECUTIVE SACRAMENTO CA NDB RWY 2 AMDT 8 ILS RWY 2 AMDT 21 MSA FROM EXECC LOM 310/220 3000 VOR RWY 2 AMDT 8 . MSA FROM SAC-VORTAC 310/220 3000

FDC 4/1561 FI/T /LAX/LOS ANGELES INTERNATIONAL LOS ANGELES CA EFFECTIVE 0901 GMT 5 JULY 1984 ILS RWY 7R ORIG SI-LOC 7R MDA 480/HAT 355 ALL CATS CAT D SI-LOC VIS INCREASED TO RVR 6000 FOR INOP MALSR SIDESTEP RWY 7L MDA 480/HAT 356 ALL CATS TEMP CRANE 225 FT MSL 0 5 WEST 7R THR

FDC 4/1578 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE PORTERVILLE CA /PTV/VORTAC 095 DEGREE RADIAL AT 045 NAUTICAL MILES PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 FEET ABOVE GROUND LEVEL FRESNO CA /FAT/IS COORDINATING FLIGHT SERVICE STATION

FDC 4/1598 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE PORTERVILLE CA. /PTV/VORTAC 114 DEGREE RADIAL AT 047 NAUTICAL MILES PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 FEET ABOVE GROUND LEVEL FRESNO CA /FAT/IS COORDINATING FLIGHT SERVICE STATION

FDC 3/1093 FI/T /SLI/ LOS ALAMITOS AAF LOS ALAMITOS CA VOR OR TACAN RWY 22L AMDT 4 PROC AUTH FOR VOR ONLY

FDC 3/1947 FI/T /HAF/ HALF MOON BAY HALF MOON BAY CA. RNAV-A ORIG MDA 860 AND HAA 793 CAT A-B+C AND VIS CAT C 2 1/4

COLORADO

[NOTICES TO AIRMEN]

BLANCA

BLANCA ARPT RWYS 08/26 & 17/35 CLSD PERMLY (7/84)

BUENA VISTA

BUENA VISTA MUNI ARPT NEW RWY 15/33 9000 FT BY 48 FT (7/84)

FORT MORGAN

FORT MORGAN MUNI ARPT RWY 14/32 NOW 5300 FT BY 60 FT, MIRL CHANGED TO LIRL RWY 32 REIL DCMSND (7/84) NDB (FMM) UNMONITORED INDEFLY (7/84)

GRAND JUNCTION

FRUITA NDB (FRU) OTS INDEFLY (6/84)

[FDC NOTAMS]

FDC 4/124 FI/T /DEN/STAPLETON INTL, DENVER CO, LDA/DME RWY 35R ORIG PROC NA

FDC 4/625 FI/T /CAG/CRAIG-MOFFAT CRAIG CO VOR RWY 25 AMDT 1 VOR/DME RWY 7 AMDT 1 PROCS NA

FDC 4/919 FI/T /FNL/FORT COLLINS LOVELAND MUNI, FORT COLLINS (LOVELAND) CO NDB RWY 33 AMDT 2, ILS RWY 33 AMDT 3, VOR/DME-A AMDT 4, RNAV RWY 15 AMDT 2, RNAV RWY 33 AMDT 3 LOCAL ALSTG NA

FDC 4/1302 FI/T /AIRWAYS COLORADO V-95 GUNNISON CO VORTAC TO KIOWA CO VORTAC MRA GUC TO COP GUC 50 DME 16200

FDC 4/1311 FI/T/DEN/STAPLETON INTL DENVER CO LOC/DME BC RWY 17R AMDT 16 PROC NA

FDC 4/1432 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE HAYDEN CO/CHE/VORTAC 265 DEGREE RADIAL AT 070 NAUTICAL MILES PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 15000 FEET ABOVE GROUND LEVEL GRAND JUNCTION /GJT/IS COORDINATING FLIGHT SERVICE STATION

FDC 4/1500 FI/T /GJT/WALKER FIELD, GRAND JUNCTION, CO NDB RWY 11 AMDT 17, PROC NA

FDC 4/1705 FLIGHT RESTRICTION 5 STATUTE MILE RADIUS OF THE HAYDEN/CO VORTAC/CHE/262 DEGREE RADIAL AT 064 NAUTICAL MILES PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 FEET ABOVE GROUND LEVEL. NOTE NEWS MEDIA PPR CTC FIRE DISPOATCH 303 824-2322 DENVER/CO /DEN/IS COORDINATING FLIGHT SERVICE STATION.

NEVADA

[NOTICES TO AIRMEN]

BEATTY

FRAN'S STAR RANCH ARPT RWY 02/20 CHANGED TO 15/33 (6/84)

MERCURY

DESERT ROCK ARPT CLSD TO PUBLIC USE (7/84)

TONOPAH

TONOPAH CTLZ HRS 0600-2100 LCL (6/84)

[FDC NOTAMS]

FDC 4/84 FI/T /RNO/RENO CANNON INTL RENO NV RWY 16/34 RENUMBERED 16R/34L HI-ILS RWY 16 CHANGED TO HI-ILS RWY 16R HI-LOC-1 RWY 16 CHANGED TO HI-LOC-1 RWY 16R ADD RWY 16L-34R TO CAT E CIRCLING RESTRICTION HI-LOC/DME BC-B ADD RWY 16L/34R TO CAT E CIRCLING RESTRICTION

FDC 4/1051 FI/P /EKO/ELKO MUNI-J C HARRIS FIELD ELKO, NV VOR/DME-B AMDT 1 ADD NOTE - DESCEND IN HOLDING PATTERN TO 11000 BEFORE COMMENCING PROCEDURE TURN THIS BECOMES AMDT 2

FDC 4/1667 FI/P /EKO/ELKO MUNI - J C HARRIS FIELD/ELKO/NV LDA/DME RWY 23 AMDT 1 CORRECT U S GOVT APCH AND LNDG CHART TO SHOW PT TO LEFT SIDE OF OUTBOUND COURSE

FDC 4/1685 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE RENO NV /RNO/VORTAC 312 DEGREE RADIAL AT 019 NAUTICAL MILES PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 10000 FEET ABOVE GROUND LEVEL RENO NV /RNO/IS COORDINATING FLIGHT SERVICE STATION

FDC 3/212 FI/T /LWL/ HARRIET FLD WELLS, NV VOR RWY 8 AMDT 1 PROC NA

UTAH

[NOTICES TO AIRMEN]

VERNAL

VERNAL VOR (VEL) DME CMSND EFFECTIVE 30 AUGUST 84 (6/84)

PROVO

PROVO MUNI ARPT ILS/DME RWY 13 (I-PVU) OTS TIL 08 OCT 84 VOR/DME (PVU) OTS TIL 08 OCT 84 (7/84)

[FDC NOTAMS]

FDC 4/697 FI/T /PVU/PROVO MUNI, PROVO UT ILS RWY 13 AMDT 1 SI-ILS VIS 1 MI ALL CATS SI-LOC VIS 1 MI CATS A,B, AND C DIKE 4519 MSL 450 FT WNW THLD RWY 13

FDC 3/2045 FI/T /BCE/ BRYCE CANYON, BRYCE CANYON UT TAKEOFF MINIMUMS AND DEPARTURE PROCEDURE RWY 21 400-1, RWY 3 500-1, AIR CARRIER REDUCTION NOT AUTHORIZED RWY 21 RIGHT TURN RWY 3 LEFT TURN, CLIMBING DIRECT TO BCE VORTAC CONTINUE CLIMB IN BCE HOLDING PATTERN WEST, LEFT TURN, R-264 INBOUND TO MEA FOR ASSIGNED AIRWAY THIS DEPARTURE REQUIRES A CLIMB OF 242 FEET PER NM TO 10,000 FEET

FDC 2/854 FI/T /MLF/ MILFORD MUNI MILFORD /UT VOR-A ORIG PROC NA AT NIGHT

FDC 2/2583 FI/T /ENV/ WENDOVER WENDOVER, UT VOR/DME OR TACAN-A AMDT 1, PROC NA

*** NORTH CENTRAL ***

IOWA

[NOTICES TO AIRMEN]

BURLINGTON

BURLINGTON MUNI ARPT ACTIVATE MALSR RWY 36 & VASI RWY 18 122.2 FOR MIRL RWYS 12/30 & 18/36 & VASI RWY 12 AFTER 2300 LCL CONTACT BURLINGTON FSS ON EN ROUTE FREQ (7/84)

CRESCO

ELLEN CHURCH FIELD RWY 33 VASI CMSND (6/84)

EAGLE GROVE

EAGLE GROVE MUNI ARPT RWY 01/19 MIRL DCMSND (7/84)

GARNER

GARNER MUNI ARPT RWY 02/20 LIRL DCMSND (7/84)

HAMPTON

HAMPTON MUNI ARPT ACTIVATE MIRL RWY 17/35 & VASI RWYS 17 & 35 122.7 (7/84)

IOWA FALLS

IOWA FALLS MUNI ARPT ACTIVATE VASI RWY 31 & REIL RWY 13 122.8 (7/84)

INDEPENDENCE

INDEPENDENCE MUNI ARPT RWYS 17 & 35 VASI CMSND ACTIVATE LIRL RWY 17/35 VASI AND REIL RWY 17 & 35 122.8 (7/84)

LEMARS

LEMARS MUNI ARPT RWY 36 VASI CMSND (7/84)

MAQUOKETA

MAQUOKETA MUNI ARPT RWYS 15 & 33 REIL CMSND (6/84)

SAC CITY

SAC CITY MUNI ARPT TO INCREASE INTSTY RWY 18/36 & ACTIVATE LIRL RWY 14/32 & REIL RWY 36 122.8 (7/84)

STORM LAKE

STORM LAKE MUNI ARPT RWY 13/31 LIRL CHANGED TO MIRL ACTIVATE HIRL RWY 17/35 & MIRL RWY 13/31 122.7 (7/84)

TROY MILLS

CARSON ARPT FACILITY ABANDONED (6/84)

WEBSTER CITY

WEBSTER CITY MUNI ARPT RWYS 14 & 32 REIL CMSND. (7/84)

[FDC NOTAMS]

FDC 4/974 FI/T /IOW/IOWA CITY MUNI, IOWA CITY, IA RNAV RWY 24 ORIG SI-24 ALL CATS MDH 1180/HAT 522 CAT C VIS 1 1/2 CAT D VIS 1 3/4 CIRCLING CATS A/B MDA 1240/HAA 579 VOR RWY 35 AMDT 9 CIRCLING CATS A/B MDA 1240/HAA 579 - NDB RWY 6 ORIG NDB/VOR MINS CIRCLING CATS A/B MDA 1240/HAA 579 - NDB RWY 30 ORIG SI-30 ALL CATS MDA 1180/HAT 523, CAT C VIS 1 1/2, CAT D VIS 1 3/4 CIRCLING CATS A/B MDA 1240/HAA 579 TKOF MINS RWY 35 300-1 REQUIRED REASON - TMPRY 928 MSL CRANE 3100 NORTH OF RWY 17

FDC 4/1038 FI/T /MIW/MARSHALLTOWN MUNI MARSHALLTOWN IA VOR RWY 30 AMDT 5 DUAL VOR MINS NA

FDC 4/1084 FI/T /CWI/ CLINTON MUNI CLINTON IA NDB RWY 3 AMDT 2 SI RWY 3 MINS MDA 1160/HAT 461 ALL CATS VIS CAT D 1 1/2

FDC 4/1486 FI/T /C25/WAVERLY MUNI, WAVERLY, IA VOR-A AMDT 2, RNAV RWY 10 AMDT 1 MISSED APCH CLIMBING RIGHT TURN TO 4000 DIRECT WATERLOO VORTAC AND HOLD SE, RT, 331 INBOUND

FDC 4/1543 FI/P /TNU/NEWTON MUNI, NEWTON IA RNAV RWY 31 ORIG /AL-5233/ CORRECT U S GOVT CHART, CHANGE NOTICE DATED 5 JUL 1984 DELETE /T/ SYMBOL INDICATING TKOF MINS/DEP PROCS

FDC 4/1694 FI/T /DBQ/DUBUQUE MUNI, DUBUQUE, IA NDB RWY 31 AMDT 7, ILS RWY 31 AMDT 9, MISSED APCH CLIMB TO 1500, THEN CLIMBING LEFT TURN TO 3300 DIRECT ZILOM LOM AND HOLD SE, RIGHT TURNS, 311 INBOUND LOC/DME BC RWY 13 PROC NA

FDC 3/2495 FI/T /AMW/ AMES MUNI AMES IA LOC RWY 31 AMDT 2, NDB RWY 31 AMDT 8 CAT A/B SI-31 VIS 1 MILE ADD NOTE - INOP TABLE DOES NOT APPLY TO MALS VOR RWY 31 AMDT 7 CAT A SI-31 VIS 1 MILE ADD NOTE. INOP TABLE DOES NOT APPLY TO MALS

FDC 3/2536 FI/T /6C5/ INDENPENDENCE MUNI INDEPENDENCE IA NDB RWY 17 ORIG PROC NA AT NIGHT

KANSAS

[NOTICES TO AIRMEN]

HILL CITY

HILL CITY MUNI ARPT RWY 17/35 NOW 4560 FT BY 150 FT (6/84) FSS CLSD FOR EXTENDED DURATION, CONTACT GOODLAND FSS (7/84)

JOHNSON

STANTON COUNTY MUNI ARPT, RWY 08/26 CLSD INDEFLY (7/84)

KANSAS CITY

FAIRFAX MUNI ARPT RWY 35 THR DSPLCD 573 FT (6/84)

PITTSBURG

ATKINSON MUNI ARPT ACTIVATE MIRL RWY 16/34 122 8 (6/84)

TOPEKA

PHILIP BILLARD MUNI ARPT WHEN ATCT CLSD ACTIVATE ALS RWY 13 VASI RWY 17, 31 & 35, REIL RWY 31 AND TO INCREASE MIRL TO MEDIUM INTSTY RWYS 04/22 & 17/35 118 7. (6/84)

WASHINGTON

WASHINGTON MUNI ARPT FACILITY ABANDONED (6/84)

WICHITA

WICHITA MID-CONTINENT ARPT ILS RWY 01L (I-IWI) CAT II NA (7/84)

[FDC NOTAMS]

FDC 4/49 FI/T /GLD/ RENNER FIELD/ GOODLAND MUNI/ GOODLAND KS NDB RWY 30 AMDT 5/ VOR RWY 30 AMDT 6/VOR/DME RWY 30 AMDT 4/ALTN MINS NA ACTIVATE MALSR RWY 30 - 123 6 WHEN GOODLAND FSS CLOSED ILS RWY 30 AMDT 1 ILS AND LOC ALTN MINS NA ACTIVATE MALSR RWY 30 - 123.6 WHEN GOODLAND FSS CLOSED RNAV RWY 12 AMDT 3 ACTIVATE MALSR RWY 30 - 123 6 WHEN GOODLAND FSS CLOSED

FDC 4/318 FI/T /SLN/SALINA MUNI/SALINA/KS NDB RWY 35 AMDT 13/ILS RWY 35 AMDT 16/VOR RWY 17 AMDT 15/RNAV RWY 17 AMDT 8 CAT-D AND E CIRCLING NA SW OF RWY 12-30.

FDC 4/881 FI/T /KCK/FAIRFAX MUNI KANSAS CITY KS LOC RWY 35 AMDENDMENT 1 STRAIGHT-IN MDA ALL CATEGORIES 1240. HAA 497.

FDC 4/1101 FI/T /FOF/FORBES FIELD TOPEKA KS NDB RWY 31 AMDT 5 ILS RWY 31 AMDT 6 MISSED APCH ALT 3100

FDC 4/1160 FI/T /KCK/FAIRFAX MUNI KANSAS CITY KS. LOC-E AMDT 1 LOC RWY 35 AMDT 1 VOR-D AMDT 6 VOR RWY 17 AMDT 12 RNAV-C AMDT 6 CHANGE CIRCLING NOTES TO READ CIRCLING NOT AUTHORIZED EAST OF RWY 17/35

FDC 4/1399 FI/P /1K2/CLAY CENTER MUNI, CLAY CENTER, KS. NDB RWY 35 ORIG/AL-6766/CORRECT U S GOVT CHART U S NORTH CENTRAL VOL-2 PAGE 58 DEPICT -T- SYMBOL TO INDICATE IFR TAKE-OFF MINS AND DEP PROCS EXIST

FDC 3/145 FI/ AWY KS. V216 ORION INT TO HILL CITY VOR MEA 6300 WHEN GOODLAND FSS CLSD.

FDC 3/227 FI/T AWY/ KS. V132 GOODLAND /GLD/ VORTAC TO ORION INT MEA 10000 WHEN GOODLAND FSS CLSD

FDC 3/447 FI/T /TOP/ PHILIP BILLARD MUNI TOPEKA, KS NDB RWY 13 AMDT 26 ILS RWY 13 ANDT 27 MIN ALT DIETS INT TO BILOY LOM 3500

FDC 3/1674 FI/T /LBL/ LIBERAL MUNI LIBERAL KS RNAV RWY 12 AMDT 3. SI MDA ALL CATS 3360.,HAT 473 SI VIS CAT C 1 1/4, CAT D 1 1/2. HORIZONTAL DSTC MDA TO MAP ON GS 1.4 NM CIRCLING MDA CATS A/B/C 3360, HAA 473. WHEN USING GARDEN CITY ALSTG ALL CIRCLING MDAS BECOME 3620. VOR RWY 3 AMDT 1: DME SI MDA ALL CATS 3300, HAT 417. DME SI VIS CAT C 1 1/4. DME CIRCLING MDA CATS A/B/C 3360, HAA 473. VOR/DME RWY 17 AMDT 2: SI MDA ALL CATS 3300, HAT 425 SI VIS CAT C 1 1/4 CIRCLING MDA CATS A/B/C 3360, HAA 472 WHEN USING GARDEN CITY ALSTG ALL CIRCLING MDAS BECOME 3600 VOR RWY 35 AMDT 10. SI MDA ALL CATS 3340, HAT 466 SI VIS CAT C 3/4, DELETE INOP TABLE NOTE. CIRCLING MDA CATS A/B/C 3360, HAA 473 WHEN USING GARDEN CITY ALSTG ALL CIRCLING MDAS BECOME 3600. ILS RWY 35 AMDT 2: SI LOC MDA ALL CATS 3260 HAT 386. CIRCLING MDA CATS A/B/C 3360, HAA 473 WHEN USING GARDEN CITY ALSTG ALL CIRCLING MDAS BECOME 3600. VOR/DME RWY 35 AMDT 2· SI MDA ALL CATS 3300, HAT 426 SI VIS CAT C 3/4, CAT D SI 35 VIS INCREASED 1/4 MILE FOR INOP MALSR. CIRCLING MDA

CATS A/B/C 3360, HAA 473 WHEN USING GARDEN CITY ALSTG ALL CIRCLING MDAS BECOME 3600 RSN TEMP OIL RIG LOCATED 7100 FT SOUTH RWY 35

FDC 2/1261 FI/T /FSK/ FORT SCOTT MUNI FORT SCOTT KS NDB RWY 17 AMDT 6 CHANGE NOTE USE CHANUTE ALSTG WHEN NOT AVAILABLE USE JOPLIN ALSTG AND ALL MDAS BECOME 1640 FT

FDC 2/1263 FI/T /2K7/ NEODESHA MUNI NEODESHA KS VOR RWY 2 ORIG CHANGE NOTE TO USE CHANUTE ALSTG WHEN NOT AVAILABLE USE JOPLIN ALSTG AND INCREASE ALL MDAS 200 FT

MINNESOTA

[NOTICES TO AIRMEN]

BAUDETTE

BAUDETTE INTL ARPT RWY 07/25 CLSD INDEFLY (7/84)

DULUTH

DULUTH VORTAC (DLH) VOR PORTION UNUSABLE 185-210 BYD 15 NM BELOW 18000, 185-210 BYD 30 NM AT 18000 AND ABOVE, 210-265 BYD 25 NM AT 17000 AND ABOVE (6/84)

FAIRMONT

FAIRMONT VOR/DME (FRM) UNRESTRICTED (6/84)

GRAND RAPIDS

GRAND RAPIDS ITASCA COUNTY ARPT, RWY 34 MALSR & VASI CMSND (6/84) ISMLS RWY 34 (M-GPZ) LOC UNUSABLE BYD 25 DEGS LEFT OF CNTRLN (6/84) RWYS 16 & 34 VASI CMSND (6/84)

MORRIS

MORRIS-STEVENS COUNTY ARPT RWY 14 REIL CMSND (7/84)

ST PAUL

LAKE ELMO ARPT, RWY 13/31 NOW 2850 FT BY 75 FT (6/84)

ST PAUL DOWNTOWN HOLMAN FLD, RWY 34 THR DSPLCD 425 FT (6/84) ISMLS RWY 30 (M-HOF) LOC UNUSABLE FROM MIDDLE MARKER INBOUND & UNUSABLE BYD 30 DEGS LEFT OF CNTRLN. (6/84)

[FDC NOTAMS]

FDC 4/1045 FI/T /RAD/WARROAD INTL-SWEDE CARLSON FIELD WARROAD MN. NDB RWY 31 AMDT 1 SI-31 VIS CAT C 11/2 MDA 1620/ HAT 547 CAT A/B/C. CIRCLING MDA 1620/HAA 546 CAT A/B/C NOTE.. WHEN LOCAL ALTIMETER NOT AVAILABLE USE KENORA ALSTG AND INCREASE ALL MDA/S 300

FDC 4/1123 FI/T /BRD/BRAINERD-CROW WING COUNTY/WALTER F. WIELAND FIELD BRAINERD MN. ILS RWY 23 ORIGINAL .DME REQUIRED FOR ALTERNATE MINIMUMS.

FDC 4/1128 FLIGHT RESTRICTION 6 NMR OF ELY MN /ELO/VOR. PURSUANT TO FEDERAL AVIATION REGULATION 91 91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 5000 FEET MEAN SEA LEVEL HIBBING MN /HIB/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 4/1347 FI/P /RAD/WARROAD INTL-SWEDE CARLSON FIELD WARROAD MN. NDB RWY 31 AMDT 1 CORRECT U.S. GOVT CHART /AL-6518/ NORTH CENTRAL VOL-1 EFF 7 JUN 1984 CHG SI MDA 1540/HAT 447 CATS B/C CIRCLING MDA 1540/HAA 466 CATS B/C

FDC 4/1476 FI/P /PKD/PARK RAPIDS MUNI PARK RAPIDS MN VOR RWY 31 AMDT 8/AL-5298/ CORRECT U S GOVT CHART U S NORTH CENTRAL VOLUME -1 FREQ FOR PARK RAPID /PKD/VOR IS 110 6 VICE 110 5

FDC 4/1697 FI/T /TVF/THIEF RIVER FALLS REGIONAL, THIEF RIVER FALLS, MN ILS RWY 31 ORIG, MISSED APCH CLIMB TO 2700, THEN LEFT TURN DIRECT HY LOM AND HOLD

FDC 4/1698 FI/T /CKN/CROOKSTON MUNI KIRKWOOD FLD, CROOKSTON, MN VOR RWY 31 AMDT 3, DME OR RADAR RQRD

FDC 3/2099 FI/T /MKT/ MANKATO MUNI MANKATO MN LOC RWY 33 ORIGINAL VOR RWY 15 AMDT 3 VOR RWY 33 AMDT 4 VOR/DME RWY 15 ORIGINAL VOR/DME RWY 33 ORIGINAL ADD NOTE- ACTIVATE MIRL RWYS 15-33, 4-22 MALSR RWY 33 VASI RWY 15 33 4 AND 22 REILS RWYS 15 4 AND 22 - UNICOM

FDC 2/1250 FI/T /RST/ROCHESTER MUNI ROCHESTER MN ILS RWY 13 AMDT 2/ILS RWY 31 AMDT 17 WHEN ATCT NOT IN OPN ALTN MINS NA

MISSOURI

[NOTICES TO AIRMEN]

CAMDENTON

CAMDENTON MEMORIAL ARPT, NOW OPEN (7/84)

CAMERON

CAMERON MUNI ARPT, NAME CHANGED TO CAMERON MEMORIAL (7/84)

KANSAS CITY

KANSAS CITY DOWNTOWN ARPT, ILS RWY 18 (I-MKC) UNRESTRICTED (7/84)

RIVERSIDE VOR (RIS) VOR UNUSABLE BEYOND 15 NM, 125-170, 252-260, 300-310 ALL ALTITUDES AND DISTANCE (6/84)

SPRINGFIELD

DOWNTOWN ARPT, RWY 10 THR NO LONGER DSPLCD. (6/84)

[FDC NOTAMS]

FDC 4/242 FI/T /COU/COLUMBIA REGIONAL COLUMBIA MO LOC BC RWY 20 AMDT 7 TRANSITION FROM TIGER VOR AND RAPPE INT TO CATTL INT NA

FDC 4/874 FI/T /4K3/LEXINGTON MUNI LEXINGTON MO VOR RWY 22..ORIG DME RQRD

FDC 4/985 FI/T /9K4/SKYHAVEN WARRENSUBRG MO. VOR RWY 13 AMDT 2 VOR RWY 18 ORIG AND RNAV RWY 18 ORIG PROCEDURES NA AT NIGHT

FDC 4/1100 FI/T /9K4/ SKYHAVEN WARRENSBURG MO VOR RWY 13 AMDT 2 DME RQRD.

FDC 4/1175 FI/T /KO2/PERRYVILLE MUNI PERRYVILLE MO, RNAV RWY 19 ORIG..SI MDA 1140/HAT 770 ALL CATS .VIS CAT C 2 1/4 CAT D 2 1/2. CIRCLING MDA 1140/HAA 770 ALL CATS..VIS CAT C 2 1/4 CAT D 2 1/2.

FDC 4/1301 FI/T /84K/CLINTON MEMORIAL, CLINTON, MO NDB RWY 4 AMDT 3, NDB RWY 22 AMDT 4, PROCS NA

FDC 4/1544 FI/T /STL/LAMBERT-ST LOUIS INTL, ST LOUIS MO RNAV RWY 30L AMDT 10, SI MDA 1060/HAT 476 ALL CATS, VIS CAT E RVR 6000 ILS RWY 30L AMDT 10 ILS RWY 30R AMDT 3, ILS RWY 24 AMDT 40, ILS RWY 12R AMDT 15, VOR OR TACAN RWY 12L AMDT 10, VOR OR TACAN RWY 12R AMDT 20, RNAV RWY 6 ORIG, RNAV RWY 30L AMDT 10, NDB RWY 24 AMDT 35, NDB RWY 12R AMDT 10, CIRCLING MDA CATS A/B/C 1100/ HAA 495 REASON TMPRY 797 MSL CRANE 5 NM SOUTH OF ARPT

FDC 3/260 FI/T /VIH/ ROLLA NATIONAL ROLLA/VICHY, MO VOR RWY 22 AMDT 6 VOR/DME RWY 4 AMDT 1 RNAV RWY 22 AMDT 1 ALTN MINS NA ADD NOTE- USE VICHY ALSTG WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND INCREASE ALL MDA/S 200 FT

FDC 3/1429 FI/T /CGI/ CAPE GIRARDEAU MUNI CAPE GIRARDEAU MO NDB RWY 10 AMDT 6, ILS RWY 10 AMDT 7 TRML ROUTE FROM DUEAS INT TO CG LOM ALT 3300 FEET

FDC 3/2445 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD MO NDB RWY 32 AMDT 3 LOC RWY 14 AMDT 4 VOR RWY 14 AMDT 3 VOR RWY 32 AMDT 3 CHANGE NOTE TO READ-ACTIVATE HIRL 14-32 MALS AND VASI RWY 14 AND RWY 32 125 4

FDC 2/1260 FI/T /K15/ LINN CREEK-GRAND GLAIZE MEMORIAL OSAGE BEACH MO VOR RWY 32 AMDT 1 CHANGE NOTE TO OBTAIN LOCAL ALSTG FROM LEE C FINE MEMORIAL AIRPORT ON UNICOM 122 8 WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND INCREASE ALL MDA /S 220 FT

FDC 2/1264 FI/T /KO7/ ROLLA DOWNTOWN ROLLA MO VOR /DME-A AMDT 1 CHANGE NOTE TO USE VICHY ALSTG WHEN NOT AVBL USE COLUMBIA ALSTG AND INCREASE ALL MDAS 220 FT

FDC 2/1302 FI/T /H74/ CABOOL MEMORIAL CABOOL MO NDB RWY 3 ORIG/ VOR /DME RWY 21 ORIG /NDB RWY 21 ORIG/ CHANGE NOTE USE FORNEY AAF ALSTG WHEN NOT AVAILABLE USE SPRINGFIELD ALSTG AND INCREASE ALL MDAS 140 FT

FDC 2/1317 FI/T /AIZ/ LEE C FINE MEMORIAL /KAISER /LAKE OZARK MO NDB RWY 21 AMDT 3 CHANGE NOTE TO OBTAIN LOCAL ALSTG ON UNICOM 122 8 WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND INCREASE ALL MDAS AND STEPDOWN FIX ALTS 220 FT VOR RWY 3 AMDT 1 CHANGE NOTE TO OBTAIN LOCAL ALSTG ON UNICOM 122 8 WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND INCREASE ALL MDAS 200 FT ADD NOTE ALTN MINS NA WHEN VICHY FSS CLOSED

NEBRASKA

[NOTICES TO AIRMEN]

NORFOLK

NORFOLK VOR (OFK) VOR UNUSABLE BEYOND 35 NM BELOW 3000 FT, 200-230 BEYOND 35 NM BELOW 3400 FT (6/84)

SIDNEY

SIDNEY MUNI ARPT. CTLZ HRS 0800-2200 LCL (7/84)

[FDC NOTAMS]

FDC 4/369 FI/T /OFK/KARL STEFAN MEMORIAL, NORFOLK, NE ILS RWY 1 ORIG, SI LOC AND CIRCLING MINS ONLY AUTHORIZED

FDC 4/1164 FI/T /BIE/BEATRICE MUNI BEATRICE NE VOR RWY 35 ORIG DUAL VOR MINS AND DULSE INT NA

FDC 4/1586 FI/T /BBW/BROKEN BOW MUNI BROKEN BOW, NE VOR RWY 14 ORIG MIN ALT CUZ VOR 3500 SI MDA 3180/HAT 642 ALL CATS NDB RWY 14, AMDT 4 SI MDA 3280/HAT 742 ALL CATS, VIS 1 1/4 CAT B, 2 1/4 CAT C, 2 1/2 CAT D

FDC 4/1676 FI/T /SNY/SIDNEY MUNI, SIDNEY NE VOR RWY 30 AMDT 3, SI RWY 30 MDA 4780/HAT 491 ALL CATS CIRCLING MDA CAT A 4780/HAA 468

FDC 3/808 FI/T /GTE/ QUINN FIELD GOTHENBURG, NE NDB RWY 32 AMDT 1 SI MINS NA AT NIGHT

NORTH DAKOTA

[NOTICES TO AIRMEN]

VALLEY CITY

VALLEY CITY NDB (VCY) CMSND IFR USE EFFECTIVE 30 AUG 84 (6/84) APCH/DEP SERVICE PROVIDED BY MINNEAPOLIS ARTCC ON FREQS 125.6/281.5 (7/84)

[FDC NOTAMS]

FDC 4/831 FI/T /DIK/DICKINSON MUNI DICKINSON ND RNAV RWY 14 ORIG RNAV RWY 32 ORIG VOR-A, ORIG PROCS NA WHEN DIK FSS CLSD

FDC 4/1192 FI/T /MOT/MINOT INTERNATIONAL MINOT ND. LOC BC RWY 13 AMDT 5 PROC NA

FDC 4/1253 OMEGA STATION NORTH DAKOTA WILL BE OFF AIR FOR MAINTENANCE INTERMITTENTLY FROM 101300Z UNTIL 182100Z JULY, CONTINUOUSLY FROM 231300Z UNTIL 272100Z JULY, AND INTERMITTENTLY FROM 272100Z UNTIL 312100Z JULY 1984

FDC 4/1260 FI/T /DVL/DEVILS LAKE MUNI DEVILS LAKE ND. VOR RWY 13 AMDT 5, VOR RWY 31 AMDT 2, WHEN LOCAL ALTIMETER SETTING NOT AVAILABLE USE GRAND FORK ALTIMETER SETTING AND INCREASE ALL MDAS 340 FEET

FDC 3/1824 FI/T /Y36/ MOHALL MUNI MOHALL ND. VOR/DME RWY 31 ORIG ACTIVATE LIRL RWY 13-31 - UNICOM

SOUTH DAKOTA

[NOTICES TO AIRMEN]

WATERTOWN

WATERTOWN MUNI ARPT. WHEN FSS CLSD ACTIVATE HIRL RWY 17/35 MALSR RWY 35 & MIRL RWY 12/30 123.6 (6/84)

[FDC NOTAMS]

FDC 4/668 FI/T /PHP/PHILIP/PHILIP/SD. VOR-A AMDT 8, MSA FROM PEP VORTAC 4400.

FDC 4/1180 FI/T /YKN/CHAN GURNEY MUNI YANKTON SD VOR RWY 13 AMDT 4..FM MINIMA NA.

FDC 4/1309 FI/T /BKX/BROOKINGS MUNI/BROOKINGS/SD VOR RWY 12 AMDT 4/VOR RWY 30 AMDT 3 WHEN WATERTOWN ALSTG IS NOT AVAILABLE EXCEPT VOR OPERATORS WITH APVD WEA REPORTING SVC PROCS NA

FDC 4/1355 FI/T /PIR/PIERRE MUNI, PIERRE, SD VOR RWY 25/TAC/, AMDT 14, DME MINIMA NA, CIRCLING CAT A MDA 2180 HAA 438, CAT B AND C MDA 2240 HAA 498 VOR/DME OR TACAN RWY 7 AMDT 2, SI-7 MDA 2140 HAT 398 ALL CAT CAT D VIS 1 1/4 CAT E VIS 1 1/2 CIRCLING CAT A MDA 2180 HAA 438, CAT B AND C MDA 2240 HAA 498

FDC 4/1462 FI/T /RAP/RAPID CITY REGIONAL RAPID CITY SD VOR OR TACAN RWY 32 AMDT 21 SI RWY 32 MDA 3480/HAT 323 ALL CATS VIS CAT E 1 1/4

FDC 4/1463 FI/T /3BT/BRITTON MUNI BRITTON SD NDB RWY 13 AMDT 1 CIRCLING CAT A MDA 2020/HAA 706

FDC 4/1474 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD NDB RWY 35, AMDT 3, ILS RWY 35, AMDT 5, LOC/DME BC RWY 17, AMDT 4, VOR RWY 17 /TAC/AMDT 11, VOR/DME OR TACAN RWY 35, AMDT 7, WHEN WATERTOWN FSS IS CLOSED /A/ALTN MINS NA, /B/ USE HURON ALSTG AND INCREASE ALL DHS/MDAS 260 FT /C/ACTIVATE MALSR RWY 35, HIRL RWY 17-35, MIRL RWY 12-30 REIL AND VASI RWYS 12-17-30 - 123 6

FDC 4/1478 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD VOR RWY 17 /TAC/AMDT 11 SI-17 MDA 2200/HAT 461 ALL CATS CATS C VIS 1 1/4 CAT D 1 1/2 CAT E 1 3/4 ILS RWY 35 AMDT 5 SI-LOC 35 MDA 2200/HAT 456 ALL CATS CAT D VIS 1 DISREGARD CAT D SI-LOC-35 INOP MM NOTE VOR/DME OR TACAN RWY 35 AMDT 7 SI-35 MDA 2240/HAT 496 ALL CATS CAT E VIS 1 1/4 CAT D SI-35 VIS INCREASED 1/2 MILE FOR INOP MALSR

FDC 4/1640 FI/T /ABR/ABERDEEN REGIONAL ABERDEEN SD VOR RWY 31 AMDT 16 SI-31 MDA 1660/HAT 360 ALL CATS CAT D SI-31 VIS INCREASED 1/4 MILE FOR INOP MALSR

FDC 4/1656 FI/P /HON/HURON REGIONAL HURON SD VOR RWY 12 AMDT 18 /AL-202/CORRECT U S GOVT CHART NORTH CENTRAL VOL 1 ON PLAN VIEW THE ARROW INDICATING R-259 SHOULD BE FROM HURON /HON/VORTAC VICE /HO/LOM

FDC 4/1702 FI/P /PIR/PIERRE MUNI PIERRE SD ILS RWY 31 AMDT 6 .US GOVERNMENT APCH AND LNDG CHART CANNI INT/OM .DME IS ACCOC WITH LOC CORRECT ON PLAN VIEW TO I-PIR 7 5 DME

*** SOUTH CENTRAL ***

ARKANSAS

[NOTICES TO AIRMEN]

HELENA/WEST HELENA

THOMPSON-ROBBINS ARPT: RWY 17 VASI DCMSND (7/84)

HOT SPRINGS

MEMORIAL FIELD. RWY 13 REIL CMSND. (6/84)

NORTH LITTLE ROCK

NORTH LITTLE ROCK MUNI ARPT RWY 17 PLASI CMSND. RWY 35 PLASI CMSND WHEN ATCT CLSD. ACTIVATE MIRL RWY 17/35 AND PLASI RWYS 17 & 35 122 8 (6/84)

[FDC NOTAMS]

FDC 4/373 FI/T /ELD/GOODWIN FIELD EL DORADO AR LOC RWY 22 AMDT 2 MISSED APPROACH PROCEDURE-CLIMB TO 2000 VIA 226 HEADING WITHIN 15 MILES EXPECT RADAR VECTOR

FDC 4/1334 FI/T/M36/FRANK FEDERER MEM BRINKLEY AR NDB RWY 20 AMDT 2 MSA 25 NM BKZ NDB 2100

FDC 4/1351 FI/P /HKA/BLYTHEVILLE MUNI BLYTHEVILLE AR NDB-A AMDT 2 CHANGE DIRECTION OF PROCEDURE TURN TO RIGHT SIDE OF CRS 002 OUTBOUND THIS IS AMDT 3

LOUISIANA

[NOTICES TO AIRMEN]

DE QUINCY

DE QUINCY INDUSTRIAL AIRPARK RWY 33 REIL CMSND (6/84)

FARMERVILLE

FARMERVILLE ARPT APCH/DEP SERVICE PROVIDED BY FORT WORTH ARTCC ON FREQS 127 7/322 5 WHEN MONROE APCH CTL CLSD (7/84)

HOUMA

HOUMA-TERREBONNE ARPT ACTIVATE MIRL RWY 12/30 & REIL RWY 12 122 95 ACTIVATE MIRL RWY 18/36 & MALSR RWY 18 125 3 (6/84)

JONESBORO

JONESBORO ARPT APCH/DEP SERVICE PROVIDED BY FORT WORTH ARTCC ON FREQS 127.7/322 5. (7/84)

MANSFIELD

DESOTA PARISH ARPT RWY 18/36 NOW 4500 FT BY 75 FT RWY 36 THR NO LONGER DSPLCD (6/84)

MONROE

MONROE REGIONAL ARPT APCH/DEP SERVICE PROVIDED BY FORT WORTH ARTCC ON FREQS 127.7/322.5 WHEN MONROE APCH CTL CLSD (7/84)

OPELOUSAS

ST LANDRY PARISH ARPT RWY 17/35 NOW 6050 FT BY 100 FT. (6/84) RWY 17 THR NO LONGER DSPLCD RWY 35 THR DSPLCD 310 FT RWY 23 THR DSPLCD 135 FT (7/84)

[FDC NOTAMS]

FDC 4/781 FI/T /MSY/NEW ORLEANS INTL/MOISANT FIELD/ NEW ORLEANS, LA NDB RWY 10 AMDT 21 ILS RWY 1 AMDT 11 ILS RWY 28 AMDT 1, LOC BC RWY 19 AMDT 8 ADD ALTERNATE MISSED APPROACH: WHEN DIRECTED BY ATC, CLIMB TO 2000 ON RUNWAY HEADING.

FDC 4/886 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LA NDB RWY 15 AMDT 16. ILS RWY 15 AMDT 17..LOC BC RWY 33 AMDT 14 . VOR A AMDT 10 VOR/DME B AMDT 5, RNAV RWY 23 AMDT 1 RADAR 1 AMDT 2 . CIRCLING MDA 500 HAA 484 CATS A/B/C TEMPORARY OIL RIG 181 MSL 1 NM EAST OF RWY 33.

FDC 4/887 FI/T /4R0/MC FILLEN AIRPARK LAKE CHARLES LA VOR C ORIG .CIRCLING MDA 500 HAA 483. CATS A/B TEMPORARY OIL RIG 181 MSL 1 5 NM SW OF RWY.

FDC 4/889 FI/T /HUM/HOUMA-TERREBONNE, HOUMA, LA RWY 17-35 NOW RWY 18-36 NDB RWY 17 AMDT 1 NOW NDB RWY 18 AMDT 1 SI VIS 3/4 CATS A/B/C, 1 1/4 CAT D CHANGE MISSED APPROACH TO READ CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 1800 VIA TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND CHANGE LS TO WHEN CONTROL TOWER CLSD 1 OBTAIN ALTIMETER SETTING ON UNICOM 122 95, WHEN NOT AVAILABLE USE NEW ORLEANS INTL (MOISANT FIELD) ALSTG AND INCREASE ALL MDAS 140 FEET 2 ACTIVATE MALSR RWY 18 125 3, ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122 95 ILS RWY 17 ORIG NOW ILS RWY 18 ORIG SI ILS VIS 1/2 ALL CATS SI LOC VIS 1/2 CATS A/B/C, 3/4 CAT D CAT D S-LOC 18 VISIBILITY INCREASE 1/4 MILE FOR INOPERATIVE MALSR CHANGE MISSED APPROACH TO READ CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 1800 VIA TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND CHANGE NOTES TO WHEN CONTROL TOWER CLSD 1 OBTAIN ALTIMETER SETTING ON UNICOM 122 95, WHEN NOT AVAILABLE, USE NEW ORLEANS INTL (MOISANT FIELD) ALSTG AND INCREASE ALL MDAS/ DHS 140 FEET 2 ACTIVATE MALSR RWY 18 125 3 ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122 95 RNAV RWY 17 AMDT 1 NOW RNAV RWY 18 AMDT 1 SI VIS 1/2 CATS A/B, 1 CAT C, A 1/4 CAT D CHANGE MISSED APPROACH TO READ CLIMB TO 1000 THEN LEFT CLIMBING TURN TO 1800 VIA TND R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND CHANGE NOTES TO WHEN CONTROL TOWER CLSD 1 OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122 95, WHEN NOT AVBL USE NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING AND INCREASE ALL MDAS 140 FEET 2 ACTIVATE MALSR RWY 18 125 3 ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122 95 VOR RWY 12 AMDT 1 CHANGE MISSED APPROACH TO READ CLIMB TO 1800 VIA TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND CHANGE NOTES TO WHEN CONTROL TOWER CLSD 1 OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT AVAILABLE USE NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING AND INCREASE ALL MDAS 140 FEET 2 ACTIVATE MALSR RWY 18 125 3 ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122 95 RNAV RWY 35 AMDT 1 NOW RNAV RWY 36 AMDT 1, AND VOR/DME RWY 30 AMDT 8 CHANGE MISSED APPROACH TO READ CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 1800 VIA TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND CHANGE NOTES TO WHEN CONTROL TOWER CLOSED 1 OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122 95, WHEN NOT AVAILABLE USE NEW ORLEANS INTL (MOISANT FIELD) ALSTG AND INCREASE ALL MDAS 140 FEET 2 ACTIVATE MALSR RWY 18 125 3 ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122 95 COPTER VOR/DME 117 DEGREE ORIG DELETE NOTE: ACTIVATE ODALS RWY 17 - UNICOM ADD NOTE ACTIVATE MALSR RWY 18 125 3, ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122 95

FDC 4/964 FI/T /LCH/LAKE CHARLES MUNI, LAKE CHARLES LA. RADAR-1 AMDT 2 ASR RWY 33 MDA 420 HAT 408 ALL CATS. VIS IS 1 1/4 CAT C/D 179 MSI OIL RIG 2 NM SE ARPT

FDC 4/1063 FI/T /MSG/NEW ORLEANS INTL/MOISANT FIELD/NEW ORLEANS LA AWDAD ONE ARRIVAL /STAR/AWDAD INT TO TURTL INT MEA 3000

FDC 4/1126 FI/T /NEW/LAKEFRONT NEW ORLEANS LA VOR RWY 18R AMDT 1 CIRCLING MDA 540, HAA 531 CATS A/B ADD ALTERNATE MISSED APPROACH WHEN DIRECTED BY ATC CLIMB RUNWAY HEADING TO 2000 VOR-A AMDT 14, VOR-B AMDT 5 CIRCLING MDA 540 HAA 531 CATS A/B ILS RWY 18R AMDT 7 AND VOR/DME RWY 36L AMDT 4 CIRCLING MDA 540 HAA 531 CATS A/B/C ADD ALTERNATE MISSED APPROACH WHEN DIRECTED BY ATC CLIMB RUNWAY HEADING TO 2000, PILE DRIVER 240 MSL OPERATING IN MARINA 1000 FT EAST OF AIRPORT.

FDC 4/1127 FI/T /NEW/LAKEFRONT, NEW ORLEANS LA. RADAR-1 AMDT 4 NA

FDC 4/1146 FI/T /NEW/LAKEFRONT NEW ORLEANS, LA VOR RWY 18R AMDT 1 SI MDA 440 HAT 432 ALL CATS VIS CAT C 3/4 DELETE NOTE CAT D VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR

FDC 4/1150 FI/T /ESF/ESLER REGIONAL ALEXANDRIA LA. NDB RWY 26 AMDT 6 ILS RWY 26 AMDT 10 LOC BC RWY 8 AMDT 7 CHANGE MISSED APPROACH TO READ . CLIMB RUNWAY HEADING TO 2000

FDC 4/1264 FI/T /MLU/MONROE REGIONAL MONROE LA NDB RWY 4 AMDT 13, ILS RWY 4, AMDT 19, VOR RWY 4 AMDT 16 CHANGE MAKEUP OF MISSED APPROACH FIX GALIO INT TO MLU VORTAC R-035/16 DME AND DWD VOR/DME R-117 ILS RWY 22 AMDT 1, VOR RWY 22 AMDT 2, VOR/DME RWY 22 AMDT 7, CHANGE MISSED APPROACH TO CLIMB TO 3000 VIA MLU R-218 TO TYRON INT/12 DME AND HOLD TYRON INT NOW MLU VORTAC R-218/12 DME AND DWD VOR/ DME R-144 NOTE..DWD VOR/DME 115.5/102, LCTD LAT 33-13-16, LONG 92-48-52

FDC 4/1265 FI/T /AWYS/LA V94 GALIO INT MAKEUP MLU VORTAC R-218/16 DME AND DWD VOR/DME R-117, DWD VOR/DME 115 5/102 LCTD LAT 33-13-16, LONG 92-48-52

FDC 4/1275 FI/T /BTR/BATON ROUGE METROPOLITAN RYAN FIELD BATON ROUGE LA VOR/DME RWY 22 AMDT 6, SI MDA 500 HAT 429 ALL CATS/VIS 1 1/4 CAT C 1 1/2 CAT D TMPRY OIL RIG 3 NM ENE OF ARPT

FDC 4/1328 FI/T/6RO/ SLIDELL, SLIDELL LA VOR/DME RWY 17 AMDT 1 PROCEDURE NA AT NIGHT

FDC 4/1370 FI/T /LCH/LAKE CHARLES MUNI LAKE CHARLES LA RNAV RWY 23 AMDT 1, RADAR 1 AMDT 2, ASR RWY 23, SI MDA 420 HAT 404 VIS CAT C 1 1/4, TMPRY OIL RIG 157 MSL O 8 NM NE OF RUNWAY THRESHOLD

FDC 4/1378 FI/T /MSY/NEW ORLEANS INTL/MOISANT FIELD NEW ORLEANS LA RNAV RWY 1 AMDT 6 PROC NA.

FDC 4/1381 FI/T /MLU/MONROE REGIONAL MONROE LA ILS RWY 4 AMDT 19/SI-LOC-4 MDA 440/HAT 362 CAT D SI-LOC VIS INCREASED 1/4 MILE FOR INOP MM EFFECTIVE 0700 TO 1800 LCL DLY REASON CRANE 197 MSL O 8NM SW OF RWY THR

FDC 4/1440 FI/T /4R7/EUNICE, EUNICE, LA. VOR/DME-A AMDT 3 CHANGE TRML RTES RAYNE INT TO LFT R-304/17 DME CLKWS VIA 17 DME ARC ALT 2200 ZUNOE INT TO LFT R-304/17 DME CCLKWS VIA 17 DME ARC ALT 2200. LFT VORTAC TO LFT R-304/17 DME ALTITUDE 2200. LFT R-304/17 DME TO LFT R-304/25 DME ALTITUDE 1700. MIN ALT LFT R-304/17 2200, LFT R-304/25 1700 REASON 1249 MSL TOWER AT LFT R-304/21 DME

FDC 4/1441 FI/T /OPL/ST LANDRY PARISH, OPELOUSAS, LA VOR/DME-A AMDT 2, TRML RTE FROM RAYNE INT VIA LFT 17 DME ARC CLKWS TO LFT R-340 MIN ALT 2200. REASON 1249 MSL TOWER AT R-304/21 DME.

FDC 4/1507 FI/T /HUM/HOUMA-TERREBONNE HOUMA LA VOR/DME RWY 30 AMDT 8 SI MDA 420/HAT 410 ALL CATS. VIS CAT C 1 1/4 OIL RIG 167 MSL 1.5NM S OF ARPT

FDC 4/1526 FI/T /OR9/HAMMOND MUNI HAMMOND LA. ILS RWY 18 ORIG SI ILS DH 429/HAT 385 ALL CATS VIS CAT D 1 1/4. CIRCLING MDA 640/HAA 596 CATS A/B/C. ALTN MISSED APCH WHEN DIRECTED BY ATC CLIMBING LEFT TURN TO 2000 VIA PCU R-262 TO MACAW INT VOR RWY 31 AMDT 1 CIRCLING MDA 640/HAA 596 CATS A/B/C. DELETE NOTE .STRAIGHT-IN MIN NA AT NIGHT ILS RWY 18 ORIG/NDB RWY 18 ORIG/VOR RWY 31 AMDT 1/VOR RWY 18 ORIG ADD NOTE .ACTIVATE MIRL RWYS 13-31/18-36 REIL RWY 31 AND MALSR RWY 18 CTAF/UNICOM

FDC 4/1700 FI/T /NEW/LAKEFRONT NEW ORLEANS LA VOR/DME RWY 36L AMDT 4..CHANGE 9 5 DME STEP DOWN

FIX TO HRV R-346/9 4 DME MINIMUM ALTITUDE TO 740 MSL VOR RWY 18R AMDT 1 SI MDA 460 HAT 452 ALL CATS VIS CAT C 3/4 DELETE NOTE CAT D VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR

FDC 3/473 FI/T /BTR/ BATON ROUGE METROPOLITAN RYAN FIELD BATON ROUGE, LA WHEN ATCT NOT IN OPN RWY 13/31 CLSD AND THE FOLLOWING APPLIES RADAR-1 AMDT 6 NA NDB RWY 13 AMDT 21 AND ILS RWY 13 AMDT 22 SI MINS NA NDB RWY 13 AMDT 21 ILS RWY 13 AMDT 22 AND ILS RWY 22 AMDT 3 ALTN MINS NA

FDC 3/2036 FI/T /SHV/ SHREVEPORT REGIONAL SHREVEPORT LA NDB RWY 14 AMDT 17 SI MDA 740 HAT 482 ALL CATS VIS CAT D RVR 6000

FDC 3/2243 FI/T AWYS/LA V94 GALIO INT NOW GALIO FIX MLU VORTAC 16 DME

FDC 3/2481 FI/T /2R6/ BUNKIE MUNI, BUNKIE, LA VOR/DME-A AMDT 1 MDA 680/HAA 621 CATS A/B

FDC 2/1471 FI/T /2F8/ MOREHOUSE MEMORIAL BASTROP LA VOR /DME-A AMDT 5 NDB RWY 34 AMDT 2 CIRCLING MDA CAT D 800 HAA 631

FDC 1/2809 FI/T /ESF/ ESLER REGIONAL ALEXANDRIA LA VOR RWY 14 AMDT 11 PROC NA

NEW MEXICO

[NOTICES TO AIRMEN]

ALBUQUERQUE

ALBUQUERQUE INTL ARPT RWY 03/21 7440 FT BY 150 FT RWY 21 THR NO LONGER DSPLCD (7/84)

CAPITAN

G BAR F RANCH ARPT RWY E/W CHANGED TO 10/28 (7/84)

CARLSBAD

CARLSBAD VORTAC (CNM) MONITORED CONTINUOUS (6/84)

CAVERN CITY AIR TRML ARPT CLSD TO ACR OPERATIONS WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 505-885-2111 (6/84)

HOBBS

LEA COUNTY/HOBBS/ARPT CLSD TO ACR OPERATIONS WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 505-393-4943. (6/84)

[FDC NOTAMS]

FDC 4/923 FI/T /CNM/CAVERN CITY AIR TERMINAL, CARLSBAD, NM ILS RWY 3 ORIG CORRECT MSA 360-180 5000 AND 180-360 8000

FDC 4/1259 FI/T /LVS/LAS VEGAS MUNI LAS VEGAS NM VOR RWY 2 AMDT 8 AND VOR RWY 20 AMDT 3. WHEN LAS VEGAS FSS NOT IN OPR PROC NA.

FDC 4/1429 FI/T /DMN/DEMING MUNI, DEMING NM VOR RWY 26 AMDT 7 WHEN DEMING FSS NOT IN OPN THE FOLLOWING APPLIES. EXCP FOR OPERATORS WITH APPROVED WEATHER REPORTING SVC, PROC NA.

FDC 3/2541 FI/T /ABQ/ ALBUQUERQUE INTL, ALBUQUERQUE, NM IFR TAKE-OFF MINIMUMS RWY 3, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 247 FEET PER MILE TO 5600 TEMPORARY CONSTRUCTION CRANE 5568 MSL 1 MILE NE OF AIRPORT

FDC 3/2562 FI/T /LRU/ LAS CRUCES-CRAWFORD LAS CRUCES NM NDB-A AMDT 1 CIRCLING CATS A/B/C MDA 4940/HAA 486 4576 AMSL WATER TWR UNDER CONST

FDC 2/611 FI/T /DMN/ WHEN DEMING NM FSS NOT IN OPN THE FOLLOWING APPLIES- V94 DMN VORTAC TO CRATT INT NM MOCA 9000 V94S DMN VORTAC TO FWM VORTAC NA V16N V66N CUS VORTAC TO ELP VORTAC NA V66 DUG VORTAC TO ANIMA INT NA V202 SVC VORTAC TO TCS VORTAC MEA 12000 V16-66 CUS VORTAC TO CIE VORTAC MEA 11000

OKLAHOMA

[NOTICES TO AIRMEN]

ALTUS

ALTUS MUNI ARPT RWY 08/26 CLSD PERMLY (7/84)

MEDFORD

MEDFORD NDB (XED) OTS INDEFLY (6/84)

OKLAHOMA CITY

WILL ROGERS WORLD ARPT RWY 12/30 CLSD INDEFLY. (6/84)

[FDC NOTAMS]

FDC 4/1174 FI/T /CSM/CLINTON-SHERMAN CLINTON OK NDB RWY 17R AMDT 8 ILS RWY 17R AMDT 4 TEMPORARY MISSED APPROACH INSTRUCTIONS CLIMB TO 3000 THEN RIGHT TURN DIRECT FOSSI LOM AND HOLD N LT 172 INBOUND

FDC 4/1408 FI/T /F29/CLARENCE E PAGE MUNI OKLAHOMA CITY OK RWY 17-35 REDESIGNATED 17L-35R RNAV RWY 17 AMDT 2 CHG RWY IDENT TO RWY 17L. RNAV RWY 35 AMDT 2 CHG RWY IDENT TO RWY 35R ADD NOTE ACTIVATE MIRL RWY 17L/35R AND HIRL RWY 17R/35L-CTAF

FDC 4/1658 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY OK IFR DEP RWY 35L 300-1 ILS RWY 17R AMDT 7 SI-ILS DH 1646/HAT 364 AND VIS 1 1/4 ALL CATS .INOP TABLE DOES NOT APPLY SI-LOC MDA 1700/HAT 418 AND VIS 1 1/4 ALL CATS..INOP TABLE DOES NOT APPLY. CIRCLING VIS 1 1/4 CAT A AND B OIL RIG 1445 MSL 3000 FT NNE APCH END RWY 17R

FDC 3/653 FI/T /LAW/ LAWTON MUNI LAWTON, OK VOR RWY 35 AMDT 17 ALTN MINS NA WHEN SPS FSS CLSD

FDC 3/1462 FI/T /TUL/ TULSA INTERNATIONAL TULSA OK ILS RWY 17R AMDT 2. INCREASE SI ILS DH TO 915 HAT 250 ALL CATS

FDC 3/2218 FI/T /CSM/ CLINTON-SHERMAN CLINTON OKLAHOMA IFR DEPARTURE RWY 17R 300-2. TMPRY 2067 AMSL OIL RIG 1.2 NM SOUTH OF RWY 35L.

FDC 2/56 FI/T /GUY/ GUYMON MUNI GUYMON OK NDB RWY 18 AMDT 3 WHEN DALHART ALSTG NOT AVAILABLE PROC NA.

FDC 2/885 FI/T /OK56/ BLACKWELL-TONKAWA MUNI, BLACKWELL, OK. VOR-A ORIG, RNAV RWY 17 ORIG, RNAV RWY 35 ORIG WHEN PONCA CITY ALSTG NOT AVAILABLE, USE WICHITA KS ALSTG AND INCREASE ALL MDAS 260 FEET

448-539 O - 84 - 3

FDC 2/1066 FI/T /WWR/ WEST WOODWARD WOODWARD OK NDB RWY 17 ORIG VOR /DME-A AMDT 4 WHEN GAGE ALSTG NOT AVAILABLE PROCS NA

TEXAS

[NOTICES TO AIRMEN]

ANGLETON/LAKE JACKSON

BRAZORIA COUNTY ARPT RWY 35 VASI CMSND (6/84)

COLEMAN

COLEMAN NDB (COM) OTS INDEFLY (7/84)

DALLAS

ADDISON ARPT RWY 15 THR DSPLCD 980 FT (6/84)

EL CAMPO

COASTAL AIRPARK OPEN TO PUBLIC USE (6/84)

FOLLETT

FOLLETT/LIPSCOMB COUNTY ARPT CLSD INDEFLY (6/84)

GROVETON

GROVETON-TRINITY COUNTY ARPT NOW OPEN (6/84)

HITCHCOCK

JOHNNIE VOLK FLD CLSD TO PUBLIC USE (7/84)

HOUSTON

CLOVER FIELD RWY 04L/22R CHANGED 04/22, 2350 BY 100 FT (6/84)

JOHNSON CITY

JOHNSON CITY ARPT APCH/DEP SERVICE PROVIDED BY HOUSTON ARTCC ON FREQS 134.2/307.3 (7/84)

MAY ARPT RWY 18/36 CHANGED TO 17/35 (6/84)

LAREDO

LAREDO CTLZ HRS 0700-2200 LCL (6/84)

LITTLEFIELD

LITTLEFIELD NDB (LIU) UNUSABLE 120-150 BYD 10 NM (6/84)

LONGVIEW

GREGG COUNTY ARPT RWY 17 VASI DCMSND (7/84)

MC KINNEY

MC KINNEY MUNI ARPT NAME CHANGED TO MCKINNEY MUNI (7/84)

MONAHANS

ROY HURD MEMORIAL ARPT RWY 12 PLASI CMSND (7/84)

NAVASOTA

NAVASOTA MUNI ARPT LIRL RWY 17/35 RTS (6/84)

PAMPA

PERRY LEFORS FIELD RWY 17 THR NO LONGER DSPLCD. RWY 35 NOW OPEN (6/84)

PEARLAND

PEARLAND ARPT RWY 11/29 LIRL CMSND RWY 29 THR DSPLCD 120 FT (6/84) RWY H2 CHANGED TO H1 (7/84)

TEMPLE

DRAUGHON-MILLER MUNI ARPT ILS/DME RWY 15 (I-TPL) DME CMSND (6/84)

TYLER

TYLER POUNDS FIELD ATCT-A/C ATCT HRS 0600-2200 LCL (7/84) CTLZ HRS 0600-2200 LCL (7/84)

VICTORIA

CLSD TO AIR CARRIER OPNS OF ACFT WITH SEATING CAPACITY OVER 30 PASSENGERS SAT/SUN/HOL & 1630-0730 MON-FRI EXCEPT WITH PRIOR APPROVAL CALL 512-578-2704 (6/84)

WACO

WACO-MADISON COOPER ARPT ACTIVATE SSALR RWY 19 119.9 (6/84)

[FDC NOTAMS]

FDC 4/295 FI/T AWYS TX V198-222 FORT STOCKTON TX VORTAC TO JUNCTION TX VORTAC MEA FST TO COP FST 7O DME 8000

FDC 4/312 FI/T /6OR/ NAVASOTA MUNI NAVASOTA TX VOR-A AMDT 1 MSA 3100 PROCEDURE NA AT NIGHT IFR DEPARTURE RWY 35 CLIMB RWY HEADING TO 2100 BEFORE TURNING EAST BOUND

FDC 4/485 FI/T /TDW/AMARILLO/TRADEWIND AMARILLO TX RNAV RWY 35 AMDT 6 AND NDB-A AMDT 11 CIRCLING MDA CAT D 4400 HAA 758 VIS CAT D 2 1/2 TKOF MINS RWY 35 600-2 IFR DEP PROC RWY 35 PLAN DEP ROUTE AVOID 4095 MSL BUILDING 1.8 NM NW OF ARPT

FDC 4/585 FI/T /SAT/SAN ANTONIO INTL/SAN ANTONIO/ TX NDB RWY 3 AMDT 35, SI MDA 1440 HAT 656 ALL CATS VIS CAT C 1 3/4 D-2/INOPERATIVE COMPONENTS TABLE DOES NOT APPLY TO CATS C/D. CIRCLING MDA 1440 HAA 631 ALL CATS VIS CAT C 1 3/4/ RNAV RWY 30L AMDT 8 SI MDA 1340 HAT 550 ALL CATS/VIS CAT C-1 CAT-D 1 1/4 CIRCLING MDA 1340 HAA 531 CATS A/B/C. RADAR-1 AMDT 22/ ASR RWY 30L SI MDA 1340 HAT 550 ALL CATS VIS CAT C-1 D-1 1/4 ASR RWY 3 SI MDA 1380 HAT 596 ALL CATS VIS CAT C 1 1/2 D 1 3/4 INOPERATIVE COMPONENTS TABLE DOES NOT APPLY TO CATS C/D CIRCLING MDA 1380 HAA 571 ALL CATS REASON 1129 MSL CRANE DURING DAY LIGHT HOURS/1059 CRANE AT NIGHT 1000 FT SW OF ATCT

FDC 4/707 FI/T /5R5/WHARTON MUNI/WHARTON/TX NDB RWY 14 AMDT 1/NDB RWY 32 AMDT 1 AND VOR/DME-A AMDT 3 PROCS NA

FDC 4/981 FI/T /ACT/WACO-MADISON COOPER, ACT, TX NDB RWY 19 AMDT 13. ILS RWY 19 AMDT 10 LOC BC RWY 1 AMDT 7 ALTN MINS NA WHEN ATCT CLSD ACTIVATE SSALR RWY 19 - 119.8.

FDC 4/1109 FI/T /F17/ CENTER MUNI CENTER TX NDB RWY 17 ORIG PROCEDURE NA

FDC 4/1129 FI/T /AWYS TX V289 PIPES INT, TX TO GGG VORTAC, TX ADD MRA SHV VORTAC R 227 AT PIPES INT 3500

FDC 4/1141 FI/T /GGG/GREGG COUNTY/LONGVIEW/TX NDB RWY 13 AMDT 11/ILS RWY 13 AMDT 7/VOR OR TACAN RWY 13 AMDT 17 CHANGE MISSED APPROACH ALTITUDE AT MISSED APPROACH FIX AGREE INT/GGG 11 DME TO 3000

FDC 4/1155 FI/T /ELP/EL PASO INTL, EL PASO, TX LOC BC RWY 4 AMDT 4, CHANGE IDENT OF LOC AND DME TO I-POX VICE I-EIP PROCEDURE NA WHEN ATCT CLSD

FDC 4/1232 FI/T /SGR/HULL FIELD HOUSTON TX LOC RWY 35 ORIG CIRCLING VIS CAT C 1 3/4

FDC 4/1330 FI/T /BRO/BROWNSVILLE/SOUTH PADRE ISLAND INTL BROWNSVILLE TX NDB RWY 31L AMDT 4 NA

FDC 4/1333 FI/T /IAH/HOUSTON INTERCONTINENTAL, HOUSTON TX ILS RWY 32R AMDT 7 SI-LOC MDA 480/HAT 389 ALL CATS VOR/DME RWY 32R AMDT 11 SI MDA 480/HAT 389 ALL CATS CRANE 226 AMSL O 9 SE OF RWY

FDC 4/1421 FI/T /DFW/DALLAS-FORT WORTH REGIONAL, DALLAS, TX ILS RWY 35R ORIGINAL, SI LOC MDA 960 HAT 398 ALL CATS CHANGE NOTE TO READ CAT D S-LOC VIS INCREASED TO RVR 5000 FOR INOPERATIVE MM 699 MSL CRANE 2 6 NM S OF RWY

FDC 4/1485 FI/T /BIF/BIGGS AAF, EL PASO, TX VOR RWY 21 /TAC/AMDT 4 AND RADAR-1 AMDT 3 ADD CAT E, SI-21 MDA 4320/HAT 375/ VIS 1 1/4 CIRCLING CAT E MDA 4580/HAA 633, VIS 2 1/4, NOTE CAT E CIRCLING NA WEST OF AIRPORT

FDC 4/1518 FI/T /DAL/DALLAS-LOVE FIELD DALLAS TX, ILS RWY 13L AMDT 25 ILS RWY 31L AMDT 13 LOC BC RWY 31R AMDT 25 VOR/DME RWY 13R AMDT 4 MSA FROM LUE VOR 090-270 2500 ILS RWY 31L AMDT 13 SI-LOC 31L MDA 1560 HAT 1085 ALL CATS CIRCLING MDA 1560 HAA 1073 ALL CATS MIN ALT ENTRA/LUE 4 DME 1560/LOC ONLY/ RADAR-1 AMDT 23 ASR 31L AND 31R NA TMPRY CRANE 1460 MSL 3 8NM SE OF ARPT

FDC 4/1550 MOA/TX CORRECT U S GOVT SECTIONAL DALLAS FT WORTH DATED 5 JULY 1984 IN DESCRIPTION OF SHEPPARD 4 MOA BETWEEN LAT 325700N LONG 0993445W AND LAT 332115N LONG 1000045W INSERT LAT 330800N LONG 0994945W REMAINDER UNCHANGED

FDC 4/1616 FI/P /CLL/EASTERWOOD FLD, COLLEGE STATION TX LOC BC RWY 16 AMDT 1, VOR RWY 28 AMDT 7 AND VOR OR TACAN RWY 10 AMDT 15 CORRECT US GOVERNMENT APCH AND LNDG CHARTS MSA TO 360-100 3100 100-360 1900

FDC 4/1618 FI/P /LBB/LUBBOCK INTERNATIONAL, LUBBOCK TX NDB RWY 8 ORIG, VOR-A AMDT 4 ,VOR/DME OR TACAN RWY 26 AMDT 7 AND RNAV RWY 8 AMDT 1 CORRECT US GOVERNMENT APCH AND LNDG CHARTS LBB VORTAC FREQ/CHNL TO 109 2/29.

FDC 4/1621 FI/T /T39/ HUNTSVILLE MUNI HUNTSVILLE, TEXAS NDB RWY 18, AMDT 3, VOR/DME-A AMDT 4 PROCS NA.

FDC 4/1646 FI/T /DFW/DALLAS-FORT WORTH REGIONAL DALLASFORT WORTH TX ILS RWY 18L AMDT 12. PROCEDURE NA

FDC 4/1712 FI/T /LBB/LUBBOCK INTERNATIONAL, LUBBOCK, TX NDB RWY 8 ORIG, SI MDA 3720 HAT 464 ALL CATS. VIS CAT D 1 1/2. CIRCLING MDA 3720 HAA 439 CAT A. OIL RIG 3420 MSL, 4 NM WEST OF AIRPORT

FDC 3/051 FI/T /CXO/ MONTGOMERY COUNTY CONROE, TX RNAV RWY 14 ORIG RNAV RWY 32 ORIG PROC NA.

FDC 3/055 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL HOUSTON, TX. RNAV RWY 17R AMDT 1. SI MDA 700/HAA 550 ALL CATS. VIS 1 1/2 CAT C 1 3/4 CAT D CIRCLING MDA 700/HAA 550 CATS A/B/C DSTC MDA TO MDA TO MAP ON GS 1 56NM

FDC 3/056 FI/T T86/ LAKESIDE HOUSTON, TX VOR-A AMDT 4 PROC NA RNAV RWY 15 AMDT 1 SI AND CIRCLING MDA/S 900 HAT/HAA 787 SI AND CIRCLING VIS 1 1/4 CAT B 2 1/4 CAT C HORIZONTAL DSTC MDA TO MAP ON GS 2 39NM RNAV RWY 33 AMDT 1 SI AND CIRCLING MDS/S 900 HAT/HAA 787 SI AND CIRCLING VIS 1 1/4 CAT B 2 1/4 CAT C HORIZONTAL DSTC MDA TO MAP ON GS 2 25NM

FDC 3/1893 FI/T /SAT/ SAN ANTONIO INTL SAN ANTONIO TX ILS RWY 12R AMDT 9 CAT II CTN OBSTNS IN THE MISSED APCH AREA RQR A RATE OF CLIMB OF AT LEAST 360 FPM/100 KNOTS 540 FPM/150 KNOTS 720 FPM/200 KNOTS NO WIND COND

FDC 3/2603 FI/T /CLL/EASTERWOOD FIELD COLLEGE STATION, TX VOR OR TACAN RWY 10, AMDT 15 S-10 MDA 740 HAT 422 ALL CATS, VIS CAT C/D 1 1/4 CAT E 1 1/2 OIL RIG 471 MSL O 5 WEST OF AIRPORT

FDC 3/2624 FI/T /MFE/ MILLER INTERNATIONAL MCALLEN TX NDB RWY 13 AMDT 4 SI VIS CATS A/B 3/4 CAT C 1 CAT D 1 1/2 ILS RWY 13 AMDT 5 SI ILS VIS 1/2 ALL CATS SI LOC VIS CATS A/B 1/2 CAT C 3/4 CAT D 1 VOR RWY 13 AMDT 12 SI VIS CATS A/B 1/2 CAT C 3/4 CAT D 1 MALSR RWY 13 OPNML

FDC 2/247 FI/T /ADS/ ADDISON/ DALLAS /TX TAKEOFF MINS RWY 33 STANDARD RWY 15 1200-3 OR STANDARD WITH MIN CLIMB OF 574 FEET PER MILE TO 1200

FDC 2/281 FI/T WHEN CHILDRESS TX FSS NOT IN OPERATION THE FOLLOWING APPLIES V404 CDS VORTAC TO SPS VORTAC NA V102 SNEED INT TO SPS VORTAC MEA 3700

FDC 2/1865 FI/T AIRWAY TX WHEN INK TX FSS NOT IN OPN THE FOLLOWING APPLIES V68 HOB VORTAC TO MAF VORTAC MEA 5200 V165-94 INK VORTAC TO MAF VORTAC MEA 5500, V16-94 CHANGE OVER POINT TO INK VORTAC MEA 10000, V222 CHANGE OVER POINT TO FST VORTAC MEA 8000 V198 HUP VORTAC TO FST VORTAC NA V16 INK VORTAC TO BGS VORTAC MEA 6300

FDC 2/2572 FI/T /TOO / CHAMBERS COUNTY ANAHUAC, TX NDB RWY 30 AMDT 1 PROC NA

FDC 2/2648 FI/T /MAF/ MIDLAND REGIONAL MIDLAND, TX WHEN MIDLAND ATCT NOT IN OPN THE FOLLOWING APPLIES ASR NOT AVBL ILS RWY 10 AMDT 11 LOC BC RWY 28 AMDT 10 NDB RWY 10 AMDT 8 ALTN MINS NA. ACTIVATE MALSR RWY 10 AND MALS RWY 28 - 118 7

FDC 2/2970 FI/T/ADS/ADDISON DALLAS, TX NDB RWY 15 AMDT 1 SI MDA 1200/HAT 558 ALL CATS VIS 1 CAT C 1 1/2 CAT D CRCG MDA 1220/ HAA 577 CATS A/B/C ILS RWY 15 AMDT 5. SI-ILS VIS 1 ALL CATS SI-LOC 15 VIS 1 ALL CATS CRCG MDA 1220/HAA 577 CATS A/B/C NOTE . INOP TABLE DOES NOT APPLY LOC-BC ORIG CRCG FM MIN MDA 1220/HAA 577 A/B/C NOTE DISREGARD GS INDICATIONS

FDC 1/3039 FI/T /PSX/WHEN PALACIOS TX FSS NOT IN OPN THE FOLLOWING APPLIES. V13 CRP VORTAC TO PSX VORTAC NA V20-70 CRP TO PSX VORTAC NA

*** EAST CENTRAL ***

ILLINOIS

[NOTICES TO AIRMEN]

LEAF RIVER

NICK LUNG ULTRALIGHT NAME CHANGED TO NICK LUNG FLIGHT PARK (7/84)

MCLEANSBORO

MCLEANSBORO MUNI ARPT NAME CHANGED TO MCLEANSBORO (6/84)

[FDC NOTAMS]

FDC 4/287 FI/T /PRG/EDGAR COUNTY PARIS IL NDB RWY 27 AMDT 5 VOR/DME-A AMDT 3 LOCAL ALSTG NA USE TERRE HAUTE ALSTG MINS ONLY

FDC 4/613 FI/T /PIA/GREATER PEORIA PEORIA IL ILS RWY 12 AMDT 2 ALTN MINS STANDARD WHEN ATCT AND RADAR IN OPN ILS RWY 30 AMDT 2 MISSED APCH CLIMB TO 2400 LEFT TURN DIRECT TUNGG LOM AND HOLD SOUTHEAST RT 305 IBND RNAV RWY 4 AMDT 4 RNAV RWY 22 AMDT 6 VOR/DME OR TACAN RWY 30 AMDT 5 VOR RWY 12 /TAC/ AMDT 19 ALTN MINS NA

FDC 4/1050 FI/T /SPI/SPRINGFIELD/CAPITAL AIRPORT, SPRINGFIELD, IL ILS RWY 22, AMDT 3 SI-ILS DH 847 FEET/HAT 250 FEET ALL CATS HI-ILS/DME RWY 22, AMDT 1 SI-ILS DH 847 FEET, HAT 250 FEET ALL CATEGORIES

FDC 4/1167 FI/T /ORD/CHICAGO-OHARE INTL CHICAGO IL NDB RWY 27R AMDT 20 INCREASE MIN SI-27R MDA 1180 HAT 525 ALL CATS VIS CAT C RVR 5000 CAT D 1 1/2 MILES CIRCLING CAT A/B/C MDA 180 HAA 513 ILS RWY 27R INCREASE MINS SI-LOC 27R MDA 1120 HAT 465 ALL CATS. VIS CAT D RVR 5000 REASON TMPRY 867 CRANE

FDC 4/1246 FI/T /ALN/ST LOUIS REGIONAL, ALTON/ST LOUIS IL COR US GOVERNMENT APCH AND LNDG CHART ILS RWY 29 AMDT 6 AND LOC BC RWY 11 AMDT 4 DELETE REFERENCE TO DME FACILITY CHAN 22 ASSOCIATED WITH I-ALN LOC. DME NOT CMSND

FDC 4/1459 FI T /PIA/GREATER PEORIA PEORIA IL VOR RWY 12 /TAC/AMDT 19 SI 12 VIS MINS CAT A/B 1 CAT C 1 1/4 CAT D 1 1/2 INOP TABLE DOES NOT APPLY

INDIANA

[NOTICES TO AIRMEN]

INDIANAPOLIS

INDIANAPOLIS VORTAC (IND) EFFECTIVE 30 AUG NAV IDENTIFIER TO BE CHANGED TO VHP (6/84)

MICHIGAN CITY

BANNWART'S AIRPARK ULTRALIGHT OPEN TO PUBLIC USE (6/84)

MONTICELLO

WHITE COUNTY NDB (MCX) OTS INDEFLY (6/84)

MUNCIE

MUNCIE VOR/DME (MIE) VOR UNUSABLE 117-212 BYD 30 NM BLO 2500 FT (6/84)

SHELBYVILLE

SHELBYVILLE MUNI ARPT: RWY 18 THR NO LONGER DSPLCD (6/84)

VINCENNES

VINCENNES NDB (OEA) OTS INDEFLY (6/84)

[FDC NOTAMS]

FDC 4/500 FI/T /IND/INDIANAPOLIS INTL INDIANAPOLIS IN ILS RWY 13 ORIG SI-ILS RWY 13 VIS 1/2 ALL CATS SI-LOC VIS CAT A/B 1/2 CAT C/D 3/4 NOTE CAT D SI-LOC 13 VIS INCREASED TO 1 MILE FOR INOP MM

FDC 4/986 FI/T/030/HUNTINGTON IN HUNTINGTON MUNICIPAL AIRPORT VOR-A AMDT 2 PROC NA

FDC 4/988 FI/T AWY IN V96 FROM KOKOMO VORTAC IN FORT WAYNE VORTAC IN MEA 6000

FDC 4/1148 FI/T /BMG/MONROE COUNTY, BLOOMINGTON, IN VOR RWY 24 AMDT 7 PROC NA VOR RWY 6 AMDT 13 MISSED APCH CLIMB TO 2500 THEN LEFT TURN DIRECT BMG VORTAC AND HOLD SW RIGHT TURNS 055 INBOUND OR WHEN DIRECTED BY ATC CLIMBING LEFT TURN TO 2700 VIA BMG R-024 TO PAGED INT AND HOLD SW RIGHT TURNS 024 INBOUND VOR RWY 17 AMDT 8 ADD TRML RTE FROM R-050 BMG VORTAC COUNTERCLOCKWISE /IAF/ TO R-345 BMG VORTAC /NOPT/VIA BMG 10 DME ARC, ALT 2500 DELETE TRML RTE R-103 BMG VORTAC COUNTERCLOCKWISE TO R-345 BMG VORTAC

FDC 4/1563 FI/T /FWA/FORT WAYNE MUNI/BAER FIELD/FORT WAYNE IN VOR OR TACAN RWY 4 AMDT 16 RWY 4 SI VIS CATS A/B RVR 5000 DME/RADAR MINS SI VIS CATS A/B/C RVR 5000 ILS RWY 4 AMDT 8 SI ILS DH 1098 VIS RVR 5000 ALL CATS SI LOC VIS RVR 5000 CATS A/B/C DME OR RADAR MINS SI VIS RVR 5000 ALL CATS RADAR-1 AMDT 18 ASR RWY 4 VIS RVR 5000 CATS A/B/C

MICHIGAN

[NOTICES TO AIRMEN]

BATTLE CREEK

W K KELLOGG REGIONAL ARPT ATCT HRS 0600-2200 LCL. (6/84) RWYS 09/27 & 13/31 CLSD TIL 27 OCT 84 (7/84)

JACKSON

JACKSON COUNTY-REYNOLDS FIELD RWY 13/31 CHANGED TO 14/32 (6/84)

ONTONAGON

ONTONAGON NDB (DGM) UNMONITORED (7/84)

[FDC NOTAMS]

FDC 4/352 FI/T /56G/LAMONT, DECKERVILLE, MI. NDB RWY 9 AMDT 3, NDB RWY 27 AMDT 3 TRML RTE ECK VORTAC TO DQV NDB NA RADAR RQRD

FDC 4/795 FI/T /CIU/CHIPPEWA COUNTY INTL SAULT STE MARIE MI ILS RWY 16 AMDT 3 SI-ILS 16 CAT E DH 999 VIS 1/2 HAT 200 SI-LOC 16 CAT E MDA 1160 VIS 3/4 HAT 361 CIRCLING CAT E MDA 1360 VIS 2 HAA 561 FOR MILITARY USE ONLY.

FDC 4/1021 FI/T /PLN/EMMET COUNTY PELLSTON MI WHEN CTLZ NOT IN EFFECT ALTN MINS NA AND EXCEPT FOR OPERS WITH APVD WEA REPORTING SVC USE TRAVERSE CITY ALSTG AND REVISE MINS AS FLWS . ILS RWY 32 AMDT 6 SI-ILS 32 DH 1511/HAT 800 ALL CATS VIS CAT A 1 CAT B 11/4 CAT C 21/4 CAT D 21/2 SI-LOC 32 MDA 1800/HAT 1089 ALL CATS VIS CAT A 1/14 CAT B 11/2 CATS C/D 3 CIRCLING MDA CAT A 1900/HAA 1180 VIS

CAT A 11/4 CAT B MDA 1920/HAA 1200 VIS CAT B 1 1/2 CAT C MDA 1920/HAA 1200 VIS CAT C 3 CAT D MDA 2020/HAA 1300 VIS CAT D 3 EMHUR FIX MINS NA INOP TABLE DOES NOT APPLY VOR RWY 23 AMDT 11 SI-23 MDA 2080/HAT 1060 ALL CATS VIS CAT A 11/4 B 11/2 C/D 3 CIRCLING MDA CAT A 1900/HAA 1180 VIS CAT A 11/4 B MDA 1920/HAA 1200 VIS CAT B 11/2 CAT C MDA 2020/HAA 1200 VIS CAT C 3 CAT D MDA 2020/HAA 1300 VIS CAT D 3 VOR/DME RWY 5 AMDT 6 SI 5 MDA 2160/HAT 1345 ALL CATS VIS CAT A 11/4 B 11/2 C/D 3 CIRCLING MDA 2160/HAA 1440 ALL CATS VIS CAT A 11/4 CAT B 11/2 CATS C/D 3

FDC 4/1023 FI/T /Y15/ CHEBOYGAN COUNTY CHEBOYGAN MI VOR RWY 9 AMDT 4 CHG NOTE WHEN PELLSTON ALSTG IS NOT AVBL USE ALPENA ALSTG AND INCREASE ALL MDAS 500 DME MINS NA

FDC 4/1024 FI/T /Y84/MACKINAC ISLAND MACKINAC ISLAND MI VOR/DME-A AMDT 6 CNG NOTE USE PELLSTON ALSTG WHEN NOT AVBL USE SAULT STE MARIE CAN ALSTG AND INCREASE ALL MDAS 100

FDC 4/1025 FI/T /CVX/CHARLEVOIX MUNI CHARLEVOIX MI NDB RWY 8 AMDT 7 NDB RWY 26 AMDT 8 CHG NOTE WHEN PELLSTON ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE ALL MDAS 160

FDC 4/1081 FI/T /ESC/DELTA COUNTY ESCANABA/MI VOR RWY 18 AMDT 4 DME MINIMA NA

FDC 4/1206 FI/T /YIP/DETROIT/WILLOW RUN DETROIT MI ILS RWY 5R AMDT 10 SI-ILS 5R DH 965 HAT 250 ALL CATS. INOP TABLE DOES NOT APPLY TO MM EXCP CAT D VIS INCREASED 1/4 MI

FDC 4/1319 FI/P /IWD/GOGEBIC, IRONWOOD, MI ILS RWY 27 AMDT 1 /AL-5213/CORRECT U.S GOVT CHART EAST CENTRAL VOL-1 PROC CANCELLED EFFECTIVE 21 JUN 84 VICE 26 APR 84

FDC 4/1376 FI/T /JXN/JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. RWYS 5-23 AND 13-31 RENUMBERED 6-24 AND 14-32 NDB RWY 23 AMDT 8 NOW NDB RWY 24 AMDT 9 ILS RWY 23 AMDT 8 NOW ILS RWY 24 AMDT 8 VOR RWY 6 AMDT 13 NOW VOR RWY 6 AMDT 13 VOR RWY 13 AMDT 12 NOW VOR RWY 14 AMDT 12 VOR RWY 23 AMDT 15 NOW VOR RWY 24 AMDT 15 VOR RWY 31 AMDT 11 NOW VOR RWY 32 AMDT 11 VOR RWY 6 AMDT 13 PROC TURN ALT 2500 VOR RWY 24 AMDT 15 DME MINS NA DELETE JXN 3 DME AND ALT 1560

FDC 4/1425 FI/T /IWD/GOGEBIC, IRONWOOD, MI ILS RWY 27 AMDT 2 ALTN MINS NA

FDC 3/2549 FI/T /APN/ PHELPS COLLINS, ALPENA, MI VOR RWY 19 AMDT 12, VOR RWY 1/TAC/AMDT 12, VOR RWY 13/TAC/AMDT 10. WHEN PELLSTON CTLZ NOT IN EFFECT ALTN MINS NA

FDC 3/2557 FI/T /BFA/ BOYNE MOUNTAIN BOYNE FALLS/ MI NDB-A AMDT 3 CHG NOTE WHEN PELLSTON ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE AMERS INT ALT AND ALL MDA/S 100 RNAV-B ORIG CHG NOTE WHEN PELLSTON ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE 2.2NM FROM MAP WPT ALT AND ALL MDA/S 100

FDC 3/2565 FI/T /AWY, MI WHEN PELLSTON MI CTLZ NOT IN EFFECT, RADAR REQUIRED FOR V233 BETWEEN MOP VOR/DME AND GLR VOR/DME

FDC 3/2589 FI/T /GLR/ OTSEGO GAYLORD MI NDB RWY 9 AMDT 6 VOR RWY 9 AMDT 5 CHG NOTE WHEN LOCAL ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE ALL MDA/S 360. VOR RWY 27 AMDT 5 CHG NOTE WHEN LOCAL ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE GLR 4 DME STEP DOWN FIX ALT AND ALL MDA/S 360

OHIO

[NOTICES TO AIRMEN]

AKRON

AKRON-CANTON REGIONAL ARPT CLSD TO UNSCHEDULED ACR WITH MORE THAN 30 PASSENGER SEATS WITHOUT PPR CALL 216-896-2385 (6/84)

BRIGGS

BRIGGS VORTAC (BSV) VOR UNUSABLE 083-120 BYD 10 NM BELOW 4000, 120-145 & 345-355 ALL ALTITUDES (6/84)

CADIZ

CADIZ NDB (CFX) UNMONITORED (6/84)

CINCINNATI

CINCINNATI MUNI ARPT LUNKEN FIELD ILS/DME RWY 20L (I-LUK) OUTER MARKER 'KEELY' UNMONITORED WHEN ATCT CLSD (7/84)

WESTERN AND SOUTHERN HELIPORT CLSD PERMLY (6/84)

DAYTON

JAMES M COX DAYTON INTL ARPT RWY 36 REIL CMSND (7/84)

GALION

GALION MUNI ARPT RWY 05 THR DSPLCD 187 FT. (6/84)

HURON

HURON ARPT- NAME CHANGED TO HINDE (7/84)

JACKSON

JAMES A RHODES ARPT RWY 01 THR DSPLCD 130 FT (6/84)

LOGAN

OWENS ARPT CLSD TO PUBLIC USE (7/84)

LONDON

MADISON COUNTY ARPT ACTIVATE MIRL RWY 08/26 123 0. (6/84)

NORWALK

NORWALK-HURON COUNTY ARPT: RWY 28 VASI DCMSND. (7/84)

SPRINGFIELD

SPRINGFIELD MUNI ARPT NAME CHANGED TO SPRINGFIELD-BECKLEY MUNI ARPT. (7/84)

WILLOUGHBY

LAKELAND NDB (LQL) OTS INDEFLY. (6/84)

LOST NATION VOR/DME (LNN) OTS INDEFLY. (6/84)

YOUNGSTOWN

YOUNGSTOWN MUNI ARPT RWY 01/19 NOW 3718 FT BY 100 FT (6/84)

[FDC NOTAMS]

FDC 4/301 FI/T /2D7/BEACH CITY, BEACH CITY, OH . S-A AMDT 1 PROC NA

FDC 4/304 FI/T /2G1/ CONCORD AIRPARK, PAINESVILLE, OH VOR-A AMDT 7 PROC NA

FDC 4/1187 FI/T /UYF/MADISON COUNTY LONDON OHIO NDB RWY 8 AMDT 2 ADD NOTE ACTIVATE MIRL RWY 8-26 CTAF

FDC 4/1273 FI/T /BKL/BURKE LAKEFRONT CLEVELAND OH NDB RWY 24R AMDT 5 SI 24R MDA 1460/HAT 877 ALL CATS SIDESTEP RWY 24L MDA 1460/HAT 876 ALL CATS CIRCLING MDA 1460/HAA 876 ALL CATS REASON TMPRY CRANE .9 NM 5SW OF ARPT

FDC 4/1359 FI/T /LNN/LOST NATION AIRPORT WILLOUGHBY OH NDB RWY 9 AMDT 7/NDB RWY 27 AMDT 10/VOR RWY 5 AMDT 2/VOR RWY 23 AMDT 2/VOR RWY 27 AMDT 2 PROCEDURES NA

FDC 4/1360 FI/T /2G1/CONCORD AIRPARK PAINESVILLE OH VOR-A AMDT 7/DME REQUIRED

FDC 4/1361 FI/T /PVZ/CASEMENT PAINESVILLE OH NDB-B AMDT 7 PROC NA

FDC 4/1424 FI/T /CGF/CUYAHOGA COUNTY, CLEVELAND, OH VOR-A AMDT 1 DME RQRD

FDC 3/012 FI/T /AXV/ NEIL ARMSTRONG WAPAKONETA, OH VOR-A AMDT 2 MSA FROM ROD VORTAC 3000

FDC 3/013 FI/T /I17/ PIQUA, OH VOR RWY 26 AMDT 2 MSA FROM ROD VORTAC 3000.

FDC 3/2237 FI/T /CLE/ CLEVELAND HOPKINS INTL, CLEVELAND, OH RWY 18R-36L REDESIGNATED RWY 18-36. RNAV RWY 18R AMDT 7 CHANGED TO RNAV RWY 18 AMDT 7. RNAV RWY 36L AMDT 7 CHANGED TO RNAV RWY 36 AMDT 7 RADAR-1 AMDT 27 ASR RWY 18R AND 36L CHANGED TO 18 AND 36 IFR TKOF MINS AND DEP PROCS CHANGE REF RWY 18R/18L TO 18 AND 36R/36L TO 36

FDC 3/2548 FI/T /YNG/ YOUNGSTOWN MUNI, YOUNGSTOWN, OH VOR RWY 18 AMDT 15 RWY 18-36 REDESIGNATED 1-19. VOR RWY 18 CHANGED TO VOR RWY 19 AMDT 15 PROC TURN CHANGED TO RIGHT SIDE OF CRS 003 OUTBOUND 2700 WITHIN 10 MILES OF YNG VORTAC NDB RWY 32 AMDT 16, ILS RWY 14 AMDT 2, ILS RWY 32 AMDT 21, VOR RWY 19 AMDT 15, AND RADAR-1 AMDT 8 ADD NOTE WHEN ATCT CLSD CTC YNG FSS 119 5 FOR MALSR RWY 14 OR SSALR RWY 32

WISCONSIN

[NOTICES TO AIRMEN]

CAMP DOUGLAS

VOLK VOR (VOK) UNUSABLE 200-220 ALL ALTS, 355-040 BYD 20 NM (6/84)

COTTAGE GROVE

FLYING HOOF ARPT CLSD TO PUBLIC USE (7/84)

SUPERIOR

RICHARD I BONG ARPT, RWY 13/31 NOW 4000 FT BY 75 FT. (7/84)

WAUKESHA

WAUKESHA COUNTY ARPT RWY 18R REIL CMSND (6/84)

[FDC NOTAMS]

FDC 4/28 FI/T /OSH/ WITTMAN FIELD, OSHKOSH, WI. ILS RWY 36 AMDT 4, NDB RWY 36 AMDT 3, LOC DME BC RWY 18 AMDT 3, VOR RWY 18 AMDT 4, VOR RWY 27 AMDT 2, VOR RWY 36 AMDT 14, VOR RWY 9 AMDT 6 ADD PROC NOTE WHEN ATCT CLSD ACTIVATE HIRLS RWY 18-36 AND MALSR RWY 36 ON 118 5

FDC 4/132 FI/T /RHI/RHINELANDER-ONEIDA COUNTY RHINELANDER WI ILS RWY 9 AMDT 1 ALTN MINS NA

FDC 4/158 FI/T /MSN/DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI HI-TACAN RWY 36 AMDT 1 SI 36 MDA 1360/HAT 498 CATS C,D,E VIS CAT D RVR 5000 CAT E RVR 6000

FDC 4/316 FI/T /UES/WAUKESHA COUNTY/WAUKESHA/ WI LOC RWY 10 ORIG/VOR-A AMDT 11 ADD NOTE ACTIVATE MIRL RWY 10-28/LIRL RWY 18R-36L/REIL RWY 10 ON 123 7

FDC 4/327 FI/T /ATW/OUTAGAMIE COUNTY APPLETON WI NDB RWY 3 AMDT 8/NDB RWY 11 AMDT 1/ NDB RWY 29 AMDT 1/ ILS RWY 3 AMDT 10/LOC BC RWY 21 AMDT 2/ VOR/DME RWY 3 AMDT 1/ RNAV RWY 29 AMDT 1 CHG NOTE ACTIVATE HIRLS RWY 3/21 11/29 REIL RWY 11/29 AND SSALR RWY 3 ON 119.6

FDC 4/335 FI/T /STE/STEVENS POINT MUNI STEVENS POINT WI VOR RWY 3 AMDT 9, VOR RWY 21 AMDT 13, VOR RWY 30 AMDT 12 NOTE ACTIVATE MIRL RWY 3/21 12/30 VASI RWY 3/21 MALS RWY 21 ON UNICOM

FDC 4/432 FI/T /FLD/FOND DU LAC COUNTY FOND DU LAC WI NDB RWY 9 AMDT 3 SDF RWY 36 AMDT 3 VOR/DME RWY 18 AMDT 4 VOR/DME RWY 36 AMDT 4 ADD NOTE ACTIVATE MIRLS RWY 9-27 RWY 18-36 AND REIL RWY 18,36 ON UNICOM

FDC 4/433 FI/T /SUW/RICHARD I BONG SUPERIOR WI, NI[illegible] RWY 31 ORIG VOR RWY 13 AMDT 2 VOR/DME RWY 31 ORIG[illegible] ADD NOTE ACTIVATE MIRL RWY 13-31 ON UNICOM.

FDC 4/669 FI/T /C31/HARTFORD MUNI/HARTFORD/WI VOR-A AMDT 3 TRML RTE CARVY INT TO ETB VOR CHG CRS TO 170 DEGREES FAC 251 HOLDING IN LIEU OF PROC TURN HOLD EAST ETB VOR 251 INBOUND RIGHT TURNS 2800 IN LIEU OF PROC TURN/IAF/ MISSED APCH CLIMBING RIGHT TURN TO 2800 VIA ETB VOR R-251 TO ETB VOR AND HOLD EAST RIGHT TURNS 251 INBOUND SLING INT DESCRIBED AS THE ETB VOR R-251 AND BAE VORTAC R-360 NDB RWY 11 AMDT 2 KIERS INT FAF DESCRIBED AS THE ETB VOR R-265 AND HXF NDB BRG 304

FDC 4/853 FI/T /D27/PRICE COUNTY, PHILLIPS, WI. NDB-A, AMDT 2 ACTIVATE MIRL RWY 6/24 AND REIL RWY 24 ON UNICOM.

FDC 4/935 FI/T /LSE/LA CROSSE MUNI LA CROSSE WI. NDB RWY 18 AMDT 9 SI RWY 18 VIS CAT A 1 1/4 CAT B 1 1/2 CAT C 3 CAT D 3. NDB/VOR MINS SI RWY 18 VIS CAT A 1 CAT B 1 1/4 CAT C 2 1/4 CAT D 2 1/2. INOP TABLE DOES NOT APPLY TO MALSR ILS RWY 18 AMDT 11 SI ILS RWY 18 VIS 3/4 ALL CATS. SI LOC-18 VIS CAT A 1 CAT B 1 CAT C 2 CAT D 2 1/4. LOC/VOR MINS SI-LOC-18 CAT A 1 CAT B 1 CAT C 1 1/4 CAT D 1 1/2.

FDC 4/1104 FI/T /ATW/OUTAGAMIE COUNTY APPLETON WI. ILS RWY 3 AMDT 10 DSTC TO THR FROM MM BECOMES 0.5 NM. GS ALT AT MM BECOMES 1089 FT

FDC 4/1472 FI/T /PVB/GRANT COUNTY PLATTEVILLE WI NDB RWY 25 ORIG SI 25 AND CIRCLING MDA

1680/HAT/HAA 658 CATS A/B/C SI AND CIRCLING VIS CAT A/B 1, CAT C 1 3/4

FDC 3/268 FI/T /JVL/ ROCK COUNTY JANESVILLE, WI VOR/DME RWY 22 TAC AMDT 1 SI CIRCLING MDA 1500 ALL CATS HAT 695/HAA 692 SI AND CIRCLING VIS CAT A/B 1 CAT C 2 CAT D 2 1/4 CAT D ALTN MIN 800 2 1/2 VDP NA

FDC 3/439 FI/T /OSH/ WITTMAN FIELD OSHKOSH, WI NDB RWY 36 AMDT 3 ILS RWY 36 AMDT 4 LOC/DME BC RWY 18 AMDT 3 ALTN MINS NA

FDC 3/504 FI/T /MSN/ DANE COUNTY REGIONAL/ TRUAX FIELD MADISON WI NDB RWY 36 AMDT 25 ILS RWY 18 AMDT 3 ILS RWY 36 AMDT 25 WHEN ATCT NOT IN OPN ALTN MINS NA

*** SOUTHEAST ***

ALABAMA

[NOTICES TO AIRMEN]

LAKELAND

LAKELAND MUNI ARPT, CLSD TO ACR OPNS WITH MORE THAN 30 PASSENGER SEATS EXCEPT 24 HRS PPR CALL 813-644-3538. (6/84)

MUSCLE SHOALS

MUSCLE SHOALS VORTAC (MSL) OTS 07 AUG - 22 AUG 84 (6/84) ILS (I-MSL) RWY 27 LOC/GS/MM OTS TIL 21 SEP 84 (7/84)

[FDC NOTAMS]

FDC 4/842 FI/T /LOR/LOWE AHP FORT RUCKER /OZARK/AL COPTER NDB 060 AMDT 1 PROC NA

FDC 4/848 FI/T /7A2/DEMOPOLIS MUNI DEMOPOLIS AL VOR/DME - A AMDT 1 PROC NA

FDC 4/1182 FI/P /MVC/MONROE COUNTY MONROEVILLE AL VOR/DME RWY 3 ORIG CORRECT U S GOVT CHART SE VOLUME 1 AL-5394 PAGE 281 DATED 12 APR 84. CHANGE NOTE TO READ . USE WHITING NAVAL AIR STATION ALSTG WHEN NOT AVBL USE PENSACOLA ALSTG AND INCREASE ALL MDAS 60 FEET

FDC 4/1320 FI/P /05A/TALLASSEE MUNI TALLASSEE AL CORRECT US GOVT CHART SE/VOLUME 1 PAGE XXII DATED 7 JUN 84 DELETE TKOF MINS

FDC 4/1321 FI/P /ASN/TALLADEGA MUNI TALLADEGA AL. VOR/DME RWY 3 AMDT 4 CORRECT U S GOVT CHART SOUTHEAST VOLUME 1 AL-5656 PAGE 382 DATED 7 JUN 84. MAP TDG R-039/1.5. MISSED APCH. HOLD ON FLADE 6 5 DME SW, RT, 039 INBOUND

FLORIDA

[NOTICES TO AIRMEN]

BOCA RATON

BOCA RATON PUBLIC ARPT ARPT CLSD TIL 30 AUG 84 (6/84)

LAKELAND

LAKELAND MUNI ARPT CLSD TO ACR OPNS WITH MORE THAN 30 PASSENGER SEATS EXCEPT 24 HRS PPR CALL 813-644-3538 (7/84)

PENSACOLA

PENSACOLA REGIONAL ARPT UNRESTRICTED TO UNSCHEDULED ACR OPERATIONS WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 904-436-4315 (7/84)

ST PETERSBURG

ALBERT WHITTED ARPT RWY 18 THR DSPLCD 40 FT (6/84) CTLZ HRS 0700-2100 LCL (6/84)

SARASOTA/BRADENTON

SARASOTA-BRADENTON ARPT RWY 13/31 CHANGED TO 14/32 ILS/DME RWY 14 (I-FFV) CMSND (6/84)

TAMPA

PETER O KNIGHT ARPT RWY 35 THR DSPLCD 212 FT (6/84)

[FDC NOTAMS]

FDC 4/260 FI/T /CRG/CRAIG MUNI JACKSONVILLE FL. RADAR-1 AMDT 3 CIRCLING MDA 660 FT HAA 619 FT ALL CATS VISIBILITY 1 1/4 CAT B 1 3/4 CAT C MISSED APPROACH CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 2000 DIRECT JAX VORTAC AND HOLD SE RT 335 INBOUND

FDC 4/465 FI/T /81J/DESTIN-FT WALTON BEACH/DESTIN, FL RADAR-1 AMDT 5 SI 14 AND SI 32 FAF 5NM RADAR - 1500 FEET

FDC 4/566 FI/T /OMN/ ORMOND BEACH MUNI ORMOND BEACH FL VOR RWY 8 AMDT 9 PROC NA

FDC 4/782 FI/T AWYS V3/51 MALET FL FIX TO ORMOND BEACH /OMN/FL VORTAC MEA 4000 V152S OAKIE FL FIX TO ORMOND BEACH/OMN/ FL VORTAC MEA 4000

FDC 4/802 FI/T /DAB/DAYTONA BEACH REGIONAL DAYTONA BEACH FL VOR RWY 34 AMDT 2..PROC NA VOR RWY 16 AMDT 15..MISSED APCH CLIMB TO 4000 VIA OMN R-161 TO SMYRA INT AND HOLD LOC BC RWY 24R AMDT 10 .18 DME ARC UNUSBL R-151 CLKWS R-161 BLO 4000. ILS RWY 6L AMDT 24 18 DME ARC UNUSBL R-161 CLKWS R-166 BLO 4000

FDC 4/855 FI/T /FMY/PAGE FIELD MFORT MYERS FL TKOF MINS RWY 5 400-1 OR STANDARD WITH MIN CLIMB OF 300 FEET PER NM TO 400 FEET. REASON 167 FT CRANE 1/2 NM NE OF ARPT

FDC 4/917 FI/T /TLH/TALLAHASSEE MUNI, TALLAHASSEE FL ILS RWY 27L AMDT 1 S-ILS 27L DH 304, VIS 4000, HAT 250 ALL CATS S-LOC 27L VIS 4000 CATS A AND B S-LOC 27L (LOC/VOR MINIMA) VIS 4000 CATS A/B AND C.

FDC 4/1125 LASER LIGHT BEAM WILL BE CONDUCTED BY EPCOT CENTER IN LAKE BUENA VISTA FLORIDA MAY 21, 1984 THRU JUNE 8 1984 FROM MIDNIGHT TO 2AM LOCAL DAILY AND JUNE 9 1984 THRU SEPT 15 1984 10PM TIL 11PM LOCAL DAILY. ORLANDO/ORL/VORTAC 229/015 282225N/813159W LASER LIGHT BEAM MAY BE INJURIOUS TO PILOTS EYES WITHIN 1 NM LATERALLY AND 5000 FEET VERTICALLY OF LIGHT SOURCE

FDC 4/1156 FI/T AWY V7 BSY VORTAC/BISCAYNE BAY FL/ TO SWAGS FL FIX MEA 6000 MOCA 1500. V159 FLL

VOR/DME/FT LAUDERDALE FL/ TO TBIRD FL FIY MEA 5000 MOCA 1500

FDC 4 1190 FI/T /TPA/ TAMPA INTL TAMPA FL NDB RWY 36L AMDT 12 SI MDA 620/HAT 608 ALL CATS VIS CAT C 1/R 6000 CAT D 1 3/4 CIRCLING MDA 620/HAA 593 ALL CATS VOR RWY 9 AMDT 7 DME MIN NA RADAR-1 AMDT 10 SI ASR RWY 36R MDA 620/HAT 600 ALL CATS VIS CAT C 1 1/2 CAT D 1 3/4 SI ASR RWY 27 MDA 620 HAT 593 ALL CATS VIS CAT C 1 1/2, CAT D 1 3/4 CIRCLING MDA 620/HAA 593 ALL CATS NDB RWY 18L AMDT 31 ILS RWY 18L AMDT 35, ILS RWY 18R AMDT 1, ILS RWY 36L AMDT 11, LOC BC RWY 36R AMDT 18 CIRCLING MDA 620/HAA 593 CATS A/B/C/D REASON TMPRY 306 FT CRANE LAT 27573BN LONG 0803049W

FDC 4/1208 FI/T /LNA/PALM BEACH COUNTY PARK WEST PALM BEACH FL VOR RWY 15 ORIG 8 DME ARC PBI R-189 CLKWS TO TO PBI R-002 NA

FDC 4/1245 FI/T /FLL/FT LAUDERDALE-HOLLYWOOD INTL, FORT LAUDERDALE FL VOR RWY 9L AMDT 17 VOR RWY 13 AMDT 14 PROCS NA

FDC 4/1481 FI/T /AWY/FL J89 UNUSABLE FROM LAKELAND /FL/ VORTAC TO PAULL INT/GA

FDC 4/1499 FI/T /PMP/POMPANO BEACH AIRPARK, POMPANO BEACH, FL VOR RWY 14 AMDT 7 TRML ROUTE PBI VORTAC TO TOLLE INT NA

FDC 4/1547 FI/T /TLH/TALLAHASSEE MUNI TALLAHASSEE FL LOC BC RWY 18 AMDT 14 PROC NA

FDC 4/1629 FI/T /FMY/PAGE FIELD, FORT MYERS, FL NDB RWY 5 AMDT 3, ILS RWY 5 AMDT 4, VOR RWY 5 AMDT 7, RADAR-1 AMDT 1 CIRCLING MDA 500/HAA 482 CATS A/B/C VOR RWY 13 AMDT 5, VOR RWY 23 AMDT 5 DME MINS-CIRCLING MDA 500/HAA 482 CATS A/B/C REASON/TMPRY 188 CRANE AT 26-36-05/81-52-05

FDC 4/1633 FI/T /PBI/PALM BEACH INTL WEST PALM BEACH FL ILS RWY 9L AMDT 20 TERMINAL ROUTE R-359 PBI VORTAC CCW TO PE LOM 14 DME ARC/UNUSABLE LOC BC RWY 27R AMDT 10/TERMINAL ROUTE/ R328 PBI VORTAC CW TO KEACH 4 3 DME/14 DME ARC/UNUSABLE HOMEY THREE STAR UNUSABLE VOR RWY 13 ORIG MISSED APCH CLIMB TO 3000 VIA PBI R-343 TO MORGA INT/18 DME AND HOLD

FDC 4/1636 FI/T /AWY/V531 PBI/PALM BEACH FL VORTAC TO SHEDS FL INT MEA 3000 V3 PBI/PALM BEACH FL VORTAC TO VRB/ VERO BEACH FL VORTAC MEA 3000 V492 PBI/PALM BEACH FL VORTAC TO STOOP FL INT MEA 3000 STOOP FL INT TO VRB/VERO BEACH FL VORTAC MEA 2000 DOUGS FL INT MRA 2000 JANUS FL INT/SHERM FL INT AND HOMEY FL INT CROSSING RADIAL FROM PBI/PALM BEACH FL VORTAC NA USE DME TO IDENTIFY

FDC 4/1699 FI/T /LAL/LAKELAND MUNI, LAKELAND, FL VOR RWY 27 AMDT 2, VOR RWY 13 AMDT 2 MSA 25 NM LAL VORTAC 2600

FDC 3/168 FI/T /BOW/ BARTOW MUNI BARTOW, FL VOR/DME RWY 9L ORIG SI-9L MINS NA

GEORGIA

[NOTICES TO AIRMEN]

DALTON

DALTON MUNI ARPT RWY 14/32 NOW 5000 FT BY 75 FT RWY 14 THR DSPLCD 593 FT (7/84)

ELBERTON

ELBERTON COUNTY-PATZ FIELD CLSD NIGHTS INDEFLY. 17/84)

ROME

RICHARD B RUSSELL ARPT, RWY 18 VASI CMSND (6/84)

[FDC NOTAMS]

FDC 4/527 FI/T /VLD/VALDOSTA MUNI, VALDOSTA, GA. ILS RWY 35 AMDT 3 TEARDROP VLD VOR/DME TO I-VLD LOC NA KARPP INT NA MISSED APCH-CLIMB TO 800 THEN CLIMBING LEFT TURN TO 2000 VIA VLD R-360 TO VLD VOR/DME AND HOLD NORTH, RT, 180 INBOUND VOR RWY 35 AMDT 24 PROC TURN LEFT SIDE OF CRS 177 OUTBOUND MISSED APCH-CLIMBING LEFT TURN TO 1800 VIA VLD R-360 TO VLD VOR/DME ANDHOLD NORTH, RT, 180 INBOUND VOR RWY 17 ORIG MISSED APCH-CLIMB TO 2000 VIA VLD R-004 TO VLD VOR/DME AND HOLD NORTH, RT, 180 INBOUND

FDC 4/805 FI/T /ABY/ALBANY-DOUGHERTY COUNTY, ALBANY, GA LOC BC RWY 22 AMDT 4 TRML ROUTE ABY VORTAC TO DDOMS INT NA

FDC 4/1008 FI/T /46J/HAZLEHURST HAZLEHURST GA. VOR/DME RWY 32 AMDT 5 NA

FDC 4/1231 FI/T /AGS/BUSH FIELD AUGUSTA GA. EFFECTIVE EXCEPT WHEN ATC ADVISES CRANE IS DOWN. NDB RWY 17 AMDT 12 SI MDA 760/HAT 615 ALL CATS. VIS 6000 CAT C 1 3/4 CAT D CIRCLING MDA 760/ HAA 615 ALL CATS VIS 1 3/4 CAT C NDB RWY 35 AMDT 25 CIRCLING MDA 760/HAA 615 CATS C/D ILS RWY 17 AMDT 5/ILS RWY 35 AMDT 24/RADAR-1 AMDT 6 CIRCLING MDA 760/HAA 615 CATS C/D, VIS 1 3/4 CAT C. REASON TMPRY CRANE 1 4 NM NW OF ARPT

FDC 4/1336 FI/T /TVI/THOMASVILLE GA THOMASVILLE MUNI RWY 22 AMDT 3 VOR RWY 22 AMDT 7 VOR/DME RWY 22 AMDT 1 RNAV NDB RWY 32 AMDT 1 CHANGE NOTE TO READ ACTIVATE ODALS RWY 22 CTAF.

FDC 4/1502 FI/T/AWY GA V325 AHN VORTAC TO MDL INT MEA 3600

FDC 4/1503 FI/T /WDR/WINDER WINDER GA NDB RWY 31 AMDT 5 LOC RWY AMDT 5 MSA 25 MILES FROM BMW NDB 270-090 3700 090-270 3100

FDC 4/1504 FI/T /PDK/DEKALB-PEACHTREE ATLANTA GA. ILS RWY 20L AMDT 1 VOR RWY 27 AMDT 14. MSA 25 MILES FROM OCR VORTAC 270-090 3700 090-270 3100

FDC 4/1505 FI/T /GVL/LEE GILMER MEMORIAL GAINESVILLE GA. IFR DEP PROC. RWYS 11 AND 22 CLIMB RWY HEADING TO 2800 BEFORE TURNING

FDC 4/1506 FI/T /17A/GWINNETT COUNTY LAWRENCEVILLE GA IFR DEP PROC RWY 7 CLIMB RWY HEADING TO 2800 BEFORE TURNING. RWY 25 CLIMB RWY HEADING TO 1400 BEFORE TURNING VOR/DME RWY 25 AMDT 3 TRML RTE R-045 OCR VORTAC CW/IAF/TO R-076 OCR VORTAC NA. MSA 25 MILES FROM OCR VORTAC 270-090 3700 090-270 3100. VOR RWY 7 AMDT 7 MSA 25 MILES OCR VORTAC 270-090 3700 090-270 3100.

FDC 3/662 FI/T /ATL/ THE WILLIAM B HARTSFIELD ATLANTA INTL ATLANTA, GA. ILS RWY 8 AMDT 54. ADD NOTE: LOC UNUSBL INSIDE RWY THR.

FDC 3/2574 FI/T AWY V185 AGS VORTAC /AUGUSTA GA/ TO GRD VORTAC/ GREENWOOD SC/ NA USING AGS R-003. USE GRD R-180 AGS TO GRD

KENTUCKY

[NOTICES TO AIRMEN]

FLEMINGSBURG

FLEMING-MASON APCH/DEP SERVICE PROVIDED BY INDIANAPOLIS ARTCC ON FREQS 127 1/290 4 (6/84)

[FDC NOTAMS]

FDC 4/233 FI/T /I26/HENDERSON CITY-COUNTY HENDERSON KY NDB RWY 8 ORIG NA SUNSET TO 0700 LCL DAILY

FDC 4/255 FI/T /SME/SOMERSET-PULASKI COUNTY SOMERSET KY NDB RWY 4 AND SDF RWY 4 AMDTS 2 PROC NA FROM 2400 TO 1100Z/ 2000-0700 LCL/

FDC 4/256 FI/T /SME/SOMERSET-PULASKI COUNTY SOMERSET KY NDB RWY 4 AMDT 2 SDF RWY 4 AMDT 2 PROCS NA AT NIGHT

FDC 4/548 FI/T /I05/STURGIS MUNI STURGIS KY NDB RWY 36 AMDT 4 NA 1800-0600 LCL DAILY

FDC 4/1365 FI/T /I28/ ASHLAND-BOYD COUNTY ASHLAND KY RNAV RWY 28 AMDT 1 PROC NA

MISSISSIPPI

[NOTICES TO AIRMEN]

CLEVELAND

CLEVELAND MUNI ARPT RWY 35 THR DSPLCD 360 FT. RWY 17 THR DSPLCD 190 FT (6/84)

COLUMBUS/W POINT/STARKVILL

GOLDEN TRIANGLE REGIONAL ARPT CLSD TO UNSCHEDULED ACR OPERATIONS WITH MORE THAN 30 PASSENGER SEATS 2300-0600 LCL EXCEPT PPR CALL 601-327-4422 (7/84)

GREENVILLE

GREENVILLE MUNI ARPT: ATCT HRS 0700-1900 LCL (6/84)

JACKSON

ALLEN C THOMPSON FIELD ALS RWY 15L OTS UNTIL 18 AUG 84 (6/84)

TUPELO

C. D. LEMONS MUNI ARPT CLSD TO UNSCHEDULED ACRS OPERATIONS WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 601-841-2821. (7/84)

[FDC NOTAMS]

FDC 4/864 FI/T /GWO/GREENWOOD-LEFLORE GREENWOOD, MS ILS RWY 18 AMDT 3. S-ILS-18 DH 395 VIS 3/4 HAT 250 ALL CATS S-LOC-18 VIS 3/4 ALL CATS

FDC 2/2736 FI/T /JAN / ALLEN C. THOMPSON FIELD JACKSON, MS ILS RWY 15L AMDT II CAT II NA WHEN ATCT CLSD

NORTH CAROLINA

[NOTICES TO AIRMEN]

ELIZABETH CITY

ELIZABETH CITY CG AIR STATION/MUNI ARPT RWY 01/19 CLSD 2200-0700 LCL INDEFLY (6/84)

KNIGHTDALE

WENDELL-KNIGHTDALE ARPT: RWY 01 REIL CMSND (6/84)

MANTEO

WRIGHT BROTHERS VOR (RBX) VOR UNUSABLE 050-080 BYD 15 NM BELOW 3000 FT 130-270 ALL ALTS, 346-356 BYD 6 NM BELOW 3000 FT (6/84)

[FDC NOTAMS]

FDC 4/869 FI/T /MQI/DARE COUNTY REGIONAL MANTEO NC VOR RWY 16 ORIG PROC NA.

FDC 4/952 FI/T /CLT/CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC RNAV RWY 23 AMDT 2 PROC NA

FDC 4/976 FI/T/GWW/GOLDSBORO-WAYNE MUNI, GOLDSBORO, NC NDB RWY 22 AMDT 1/VOR-B AMDT 1/VOR/DME-A AMDT 2 OBTAIN LCL ALSTG ON UNICOM 122 8

FDC 3/1937 FI/T /SOP/ MOORE COUNTY, SOUTHERN PINES, NC. LOC RWY 5 AMDT 2, RADAR REQUIRED FOR FAF. MISSED APPROACH CLIMBING LEFT TURN TO 2500 RADAR VECTOR TO SDZ VORTAC AND HOLD HOLD WEST, RIGHT TURN, 085 INBOUND WHEN FAYETTEVILLE CTLZ NOT IN EFFECT PROCEDURE NA.

FDC 3/2582 FI/T /ILM. NEW HANOVER COUNTY WILMINGTON NC VOR-A /TAC/ AMDT 1 NA.

FDC 3/2583 FI/T /ACZ/ HENDERSON FIELD WALLACE NC. VOR/DME-A AMDT 3 NA.

PUERTO RICO

[NOTICES TO AIRMEN]

AGUADILLA

BORINQUEN ARPT CLSD TO UNSCHEDULED ACR OPNS WITH MORE THAN 30 PASSENGER SEATS 2230 EXCEPT 24 HRS PPR CALL 809-891-2286. (6/84)

BAYAMON

BAYAMON REGIONAL HOSPITAL HELIPORT: CLSD TO PUBLIC USE. (6/84)

[FDC NOTAMS]

NO NOTICES THIS ISSUE

SOUTH CAROLINA

[NOTICES TO AIRMEN]

ISLE OF PALMS

HAROLD F WILLSON MEML ARPT: FACILITY ABANDONED. (6/84)

448-539 O - 84 - 4

LAKE CITY

CLIFF U EVANS ARPT RWY 18/36 CHANGED TO 01/19, NOW 3700 FT BY 75 FT, LIRL CHANGED TO MIRL (6/84)

[FDC NOTAMS]

FDC 4/159 FI/T /CHS/CHARLESTON AFB/INTL, CHARLESTON, SC VOR/DME OR TACAN RWY 3 AMDT 10 SI MDA 480/HAA 443 REASON TMPRY 227 FT CRANE 1/4 MILE SE OF ARPT

FDC 4/850 FI/T /CRE/GRAND STRAND NORTH MYRTLE BEACH SC VOR RWY 5 AMDT 5 DME MINIMA S-5 MDA 480 HAT 447 ALL CATS VOR/DME OR TACAN RWY 5 AMDT 2 S-5 MDA 480 HAT 447 ALL CATS 225 FT CRANE 3/4 MILES SW OF AIRPORT

FDC 4/1423 FI/P /CAE/COLUMBIA METROPOLITAN, COLUMBIA, SC NDB RWY 11 AMDT 21 CORRECT US GOVT CHART, SE, VOLUME 2, AL-89, PAGE 124, DATED 21 JUNE 84 PROC TURN ALT 2100

TENNESSEE

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/1030 FI/T /BNA/NASHVILLE METROPOLITAN NASHVILLE TN. NDB RWY 20R AMDT 3 DME MINS 1060/HAT 482 ALL CATS. VIS RVR 6000 FEET CAT C VOR/DME RWY 20R AMDT 4 SI MDA 1020/HAT 442 ALL CATS VIS RVR 6000 FEET CAT C 1 1/2 CAT D VOR/DME RWY 20L AMDT 2 SI MDA 1020/HAT 430 ALL CATS VIS 1 1/4 CAT C 1 1/2 CAT D REASON, TMPRY CRANES 760 MSL 360853N-864121W 8118 FEET NW OF ARPT AND 732 MSL 6881 FEET NW OF ARPT /360819N-864150W/

FDC 3/2285 FI/T /THA/ TULLAHOMA MUNI, TULLAHOMA TN VOR-A AMDT 1 VOR/DME-B AMDT 1 ESTIL INT SYI 19 6 DME ONLY

FDC 3/2590 FI/T /RVN/HAWKINS COUNTY, ROGERSVILLE, TN. NDB RWY 7 ORIG NIGHT MINS NA

VIRGIN ISLANDS (U.S.)

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

NO NOTICES THIS ISSUE

*** NORTHEAST ***

CONNECTICUT

[NOTICES TO AIRMEN]

BRIDGEPORT

IGOR I SIKORSKY MEMORIAL ARPT RWY 16/34 CLSD INDEFLY (6/84)

WINDSOR LOCKS

BRADLEY INTL ARPT RWY 01/19 CLSD EXCEPT 1854 FT BETWEEN TWYS C & F AVBL HEL ONLY (6/84)

[FDC NOTAMS]

FDC 4/1688 FI/T /HVN/TWEED-NEW HAVEN NEW HAVEN CT ILS RWY 2 AMDT 12 MISSED APCH CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 VIA CMK R-105 TO FLIBB INT AND HOLD SOUTHWEST, RIGHT TURNS, 057 INBOUND VOR RWY 2 AMDT 19 MISSED APCH CLIMBING RIGHTY TURN TO 2000 VIA CMK R-105 TO FLIBB INT AND HOLD SOUTHWEST RIGHT TURNS 057 INBOUND VOR RWY 20 AMDT 4, MISSED APPOACH CLIMBING LEFT TURN TO 2000 VIA CMK R-105 TO FLIBB INT AND HOLD SOUTHWEST, RIGHT TURNS, 057 INBOUND

FDC 4/1710 FI/T/GON/GROTON-NW LONDON, GROTON/NEW LONDON CT ILS RWY 5 AMDT 7, DME REQUIRED VOR RWY 5 AMDT 3, PROC NA VOR RWY 23 AMDT 5, MISSED APPROACH CLIMBING LEFT TURN TO 3000 VIA HFD R-143 TO TRAIT INT

FDC 3/1025 FI/T /MMK/ MERIDEN MARKHAM MERIDEN, CT. VOR RWY 36 ORIG NDB RWY 36 AMDT 4 PROC NA AT NIGHT.

FDC 2/2967 FI/T /HFD/ HARTFORD-BRAINARD HARTFORD, CT VOR-A AMDT 5 VOR/DME OR VOR/NDB MDA 640/HAA 621 CAT A MDA 1000/HAA 981 CAT D NDB-B AMDT 5 MDA 1000/HAA 981 CAT D

DELAWARE

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/1272 FI/T /ILG/GREATER WILMINGTON-NEW CASTLE COUNTY WILMINGTON DE NDB RWY 1 AMDT 15 SI MDA 700/HAT 624 ALL CATS VIS RVR 6000 CAT C 1 3/4 CAT D CIRCLING MDA 700/HAA 620 ALL CATS VIS 1 3/4 CAT C

FDC 3/810 FI/T /ILG/ GREATER WILMINGTON NEW CASTLE COUNTY WILMINGTON, DE NDB RWY 1 AMDT 15 ILS RWY 1 AMDT 17 LOC ONLY WHEN ATCT CLSD ALTN MINS NA

DISTRICT OF COLUMBIA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/1173 FI/T /IAD/DULLES INTL WASHINGTON D C. RADAR-1 AMDT 11 SI 12 ASR NA

FDC 4/1545 FI/P /DCA/WASHINGTON NATIONAL, WASHINGTON, DC RADAR-1 AMDT 22 ADD NOTE..CAT D CIRCLING NA NORTH OF RWYS 15 AND 21 ARPT ELEV 16. CIRCLING HAA 624 CAT A, 644 CATS B/C/D. MISSED APCH RWY 15 - CLIMBING RIGHT TURN TO 1800 DIRECT OXONN NDB/INT 5.6 DME AND HOLD S, LT, 005 INBOUND,

RWY 33 - CLIMB STRAIGHT AHEAD TO 2000 DIRECT GEORGETOWN NDB/INT 5 9 DME AND HOLD NW, RT, 145 INBOUND, RWY 36 - CLIMBING LEFT TURN TO 2000 DIRECT GEORGETOWN NDB/INT 5 9 DME AND HOLD NW, RT, 145 INBOUND NDB RWY 36 AMDT 6 ADD NOTE CAT D CIRCLING NA NORTH OF RWYS 15 AND 21 MISSED APCH CLIMBING LEFT TURN TO 2000 DIRECT GTN NDB/INT AND HOLD NW, RT, 145 INBOUND ARPT ELEV 16 CIRCLING HAA 584 CAT A, 644 CATS B/C/D ILS RWY 36 AMDT 32 MISSED APCH CLIMBING LEFT TURN TO 2000 VIA DCA R-325 TO GEORGETOWN NDB/INT 5 9 DME AND HOLD NW, RT, 145 INBOUND ARPT ELEV 16 CIRCLING HAA 584 CAT A, 644 CATS B/C/D ADD NOTE, CAT D CIRCLING NA NORTH OF RWYS 15 AND 21 NDB RWY 15 AMDT 3 MISSED APCH CLIMBING RIGHT TURN TO 1800 DIRECT OXONN NDB/ INT AND HOLD ARPT ELEV 16 CIRCLING HAA 884 CATS A/B/C/D THIS BECOMES RADAR-1 AMDT 23, NDB RWY 36 AMDT 7, ILS RWY 36 AMDT 33, NDB RWY 15 AMDT 4.

FDC 4/1549 FI/T /DCA/WASHINGTON NATIONAL WASHINGTON D C ILS RWY 36 AMDT 33 SI-LOC 36 MDA 500 HAT 486 ALL CATS

FDC 4/1582 FI/P /DCA/WASHINGTON NATIONAL WASHINGTON DC VOR RWY 15 AMDT 6 CORRECT US GOVT CHART CHANGE NOTICE PAGE 165 AL-443/DATED 5 JUL 84. ABNEY INT DCA 11 7 DME, TRML ROUTE DSTC ABNEY INT TO GEORGETOWN INT/NDB - 5 8 MILES VOR/DME RWY 18 AMDT 8 CORRECT US GOVT CHART/CHANGE NOTICE/PAGE X DATED 5 JUL 84 ALTN MINS CAT D 900-3

FDC 4/1652 FI/P /DCA/WASHINGTON NATIONAL, WASHINGTON, D C NDB RWY 36 AMDT 7 CORRECT US GOVT CHART, NE, VOLUME 3, PAGE 283, AL-443, DATED 7 JUN 84 MIN ALT OXONN NDB 1600, MOUNT VERNON APCH /VISUAL/AMDT 1 CORRECT US GOVT CHART CHANGE NOTICE, PAGE 171, AL-443, DATED 5 JUL 84 IN PROFILE CHANGE OXONN INT/NDB DCA 5 6 NDB TO READ ABEAM OXONN INT/NDB DCA 5.6 DME RIVER APCH /VISUAL/AMDT 1. IN PROFILE CHANGE 6 DME OR CHAIN BRIDGE OR ABEAM GTN DME TO READ 6 DME OR CHAIN BRIDGE OR ABEAM GTN NDB VOR RWY 36 AMDT 8 CORRECT US GOVT CHART, CHANGE NOTICE, PAGE 166, AL-443 DATED 5 JUL 84 DCA VOR/DME TO LATAS INT R-177

FDC 4/1675 FI/T /DCA/WASHINGTON NATIONAL, WASHINGTON DC TKOF MINS RWY 33 500-1 OR STANDARD WITH MIN CLIMB OF 350 FT/NM TO 500 RADAR-1 AMDT 23 SI-15, MDA 720/HAT 705 ALL CATS CIRCLING MDA 720/HAA 704 ALL CATS SI-15 AND CIRCLING VIS 2 CAT C, 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D VOR RWY 15 AMDT 6 DUAL VOR OR VOR/DME MINS SI MDA 720/HAT 705 ALL CATS CIRCLING MDA 720/HAA 704 ALL CATS A/B/C SI VIS 2 CAT C, 2 1/4 CAT D CIRCLING VIS 2 CAT C ILS RWY 36 AMDT 33 CIRCLING MDA 720/HAA 704 CAT D VIS 2 1/4 CAT D ALTN MINS SI-ILS 800-2 1/4 CAT D, SI-LOC VIS 2 1/4 CAT D NDB RWY 36 AMDT 7 CIRCLING MDA 720/HAA 704 CAT D VIS 2 1/4 CAT D. ALTN MINS VIS 2 1/4 CAT D VOR RWY 36 AMDT 8 CIRCLING MDA 720/HAA 704 CAT D VIS 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D. RNAV RWY 33 AMDT 4 CIRCLING MDA 720/HAA 704 CAT D VIS 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D.

FDC 4/1715 FI/P /DCA/WASHINGTON NATIONAL, WASHINGTON, DC IFR ALTN MINS. CORRECT US GOVT CHART, CHANGE NOTICE, PAGE X, DATED 19 JULY 84. LDA/DME RWY 18 LDA/GS AND LDA: CAT D 900-3

MAINE

[NOTICES TO AIRMEN]

BANGOR

BANGOR INTL ARPT RWY 15 VASI DCMSND (7/84)

BIDDEFORD

BIDDEFORD MUNI ARPT TRAFFIC PATTERN ALTITUDE 838. (7/84)

PORTLAND

PORTLAND INTL JETPORT ARPT ILS/DME RWY 29 (I-GCS) DME UNUSABLE BYD 17 NM (7/84) ILS/DME RWY 11 (I-PWM) DME UNUSABLE BYD 17 NM (7/84) ATCT HRS 0600-2400 LCL (7/84) CTLZ HRS 0600-2400 LCL (7/84)

POWNAL

POWNAL ARPT RWY 09/27 CLSD PERMLY (7/84)

WATERVILLE

WATERVILLE ROBERT LAFLEUR ARPT MIRL RWY 05/23 SW 1000 FT OTS INDEFLY (7/84)

[FDC NOTAMS]

FDC 4/308 FI/T /BGR/BANGOR INTL, BANGOR, ME. VOR/DME RWY 15 AMDT 1, SI VIS CAT A/B/C RVR 2400, CAT D RVR 5000 CAT D SI VIS INCREASED 1/4 MILE FOR INOP SSALR LOC RWY 15 ORIGINAL, SI VIS CATS A/B RVR 2400, CATS C/D RVR 5000.

FDC 4/1612 FI/P /OLD/DEWITT FIELD, OLD TOWN MUNI, OLD TOWN ME. VOR-A AMDT 7/AL-849/ CORRECT U S GOVT CHART U S. NORTHEAST VOL 1 AMDT NUMBER SHOULD BE AMDT 7 CHANGE NAME OF RILEY INT TO RAZZR INT

MARYLAND

[NOTICES TO AIRMEN]

BALTIMORE

BALTIMORE-WASHINGTON INTL ARPT RWY 04/22 CLSD JET ACFT TKOF RWY 22 CLSD LANDING JET ACFT (6/84)

[FDC NOTAMS]

FDC 4/325 FI/T /HGR/WASHINGTON COUNTY REGIONAL HAGERSTOWN MD ILS RWY 27 AMDT 4, SI ILS VIS 3/4 ALL CATS SI LOC VIS 1 ALL CATS INOP TABLE DOES NOT APPLY TO MALSR

FDC 3/1208 FI/T /BWI/ BALTIMORE-WASHINGTON INTL/ BALTIMORE MD. VOR RWY 33L AMDT 3. SI-33L MDA 800/HAT 658 ALL CATS. VIS 1/2 CATS A/B 1 1/4 CAT C 1 1/2 CAT D CIRCLING MDA 800/ HAA 654 ALL CATS. VIS CAT C 1 3/4

FDC 1/2943 FI/T /BWI/ BALTIMORE-WASHINGTON INTL/ BALTIMORE, MD. VOR /DME RWY 22 AMDT 6, RNAV RWY 22 AMDT 4 PROC NA.

MASSACHUSETTS

[NOTICES TO AIRMEN]

NORFOLK

NORFOLK ARPT CLSD TO ALL HEL TRNG FLTS OTHER HEL FLTS PPR CALL 617-528-1319 (6/84)

NORTHAMPTON

LA FLEUR ARPT CLSD TO TURBO ACFT 7500 LBS/OVER (6/84)

PEPPERELL

SPORTS CENTER ARPT RWY 06/24 CHANGED TO 06L/24R RWY 06L/24R CLSD INDEFLY NEW RWY 06R/24L 2000 FT BY 35 FT (6/84)

STERLING

STERLING ARPT RWY 16R/34L CLSD INDEFLY (6/84)

[FDC NOTAMS]

FDC 4/678 FI/T /BED/LAURENCE G HANSCOM FLD BEDFORD MA VOR RWY 23 AMDT 5 PROCEDURE NA

FDC 4/680 FI/T /3B2/MARSHFIELD, MARSHFIELD MA VOR-A AMDT 4 DME REQUIRED

FDC 4/774 FI/T /2B2/PLUM ISLAND NEWBURYPORT, MA VOR RWY 10 AMDT 3, TRML ROUTE BOSTON /BOS/VORTAC TO LAWRENCE/LWM/VOR NA

FDC 4/775 FI/T /BO9/TFW-MAC, TEWKSBURY, MA VOR RWY 21 AMDT 6, TRML ROUTE BOSTON/BOS/VORTAC TO LAWRENCE /LWM/ VOR NA

FDC 4/920 FI/T /LWM/ LAWRENCE MUNI, LAWRENCE MA VOR RWY 23 AMDT 8 TRML ROUTE BOS VORTAC TO LWM VOR NA

FDC 4/1461 FI/T /ORH/WORCESTER MUNI WORCESTER MA ILS RWY 11 AMDT 15 SI-ILS DH 1181/VIS RVR 2400/HAT 200 ALL CATS SI LOC VIS RVR 2400 CATS A/B INOP TABLE APPLIES TO SI-ILS AND SI-LOC ALL CATS

FDC 4/1542 FI/T /BOS/GENERAL EDWARD LAWRENCE LOGAN INTL, BOSTON MA VOR/DME RWY 15R AMDT 15, VOR/DME RWY 27 AMDT 1, VOR RWY 33L AMDT 18 PROCS NA

FDC 4/1553 FI/P 1B9/MANSFIELD MUNI, MANSIFELD, MA VOR-A AMDT 12, TRML ROUTE CELTS INT TO HTM VOR/DME 235/11 7 TRML ROUTE DRUNK INT TO HTM VOR/DME 281/14 6 ACTIVATE MIRL RWY 14/32 UNICOM THIS IS AMDT 13

FDC 4/1554 FI/P /OWD/NORWOOD MEMORIAL NORWOOD, MA LOC RWY 35 AMDT 2, MISSED APCH ALT AT MILIS INT IS 3000 THIS IS AMDT 3 NDB RWY 35 AMDT 2, MISSED APCH ALT AT MILIS INT IS 3000 THIS IS AMDT 3

FDC 4/1555 FI/P /PYM/PLYMOUTH MUNI, PLYMOUTH, MA VOR RWY 15 AMDT 2, TRML ROUTE MIXER INT TO HTM VOR/DME CRS AND DSTC IS 062/10 4 THIS IS AMDT 3

FDC 4/1556 FI/T /3B2/MARSHFIELD, MARSHFIELD, MA VOR-A AMDT 4 TRML ROUTE WILKI INT TO HTM VOR/DME CRS/DSTC 105/17 1

FDC 4/1557 FI/T /PVC/PROVINCETOWN MUNI PROVINCETOWN MA ILS RWY 7 AMDT 1 TRML ROUTE DRUNK INT TO WOMEK INT DSTC 10 7 NDB RWY 25 AMDT 1, NDB-A AMDT 5, TRML ROUTE DRUNK INT TO RZP NDB CRS/DSTC 109/18 6.

FDC 4/1571 FI/T /AWYS MA TUTOR INT MA REMAINS IN EFFECT COMPOSED OF PVD R-115 AND HTM R-192 MRA 2000 KRAMR INT MA REMAINS IN EFFECT COMPOSED OF HYA VORTAC 358/25 AND HTM VOR/DME R-100 MRA 3000

NEW HAMPSHIRE

[NOTICES TO AIRMEN]

WHITEFIELD

WHITEFIELD REGIONAL ARPT LOC RWY 10 (I-HIE) OTS INDEFLY (6/84)

[FDC NOTAMS]

FDC 4/773 FI/T /MHT/MANCHESTER ARPT/GRENIER INDUSTRIAL AIRPARK, MANCHESTER, NH ILS RWY 35 AMDT 13, TRML ROUTE BOSTON /BOS/VORTAC TO PELAN INT NA

FDC 4/961 FI/T /LCI/LACONIA MUNI LACONIA NH NDB RWY 8 AMDT 6 LOC RWY 8 AMDT 7 SI MINS AND CIRCLING TO RWY 26 NA TKOF MINS RWY 8 17 26 NA RWY 35 400-2 DEP PROCS RWY 35 CLIMB RWY HDG TO 1100 THEN LEFT TURN DIRECT BLO NDB CLIMB IN HOLDING PATTERN /WEST, LEFT TURNS 084 INBOUND/ TO MEA BEFORE PROCEEDING ON COURSE

FDC 4/1003 FI/T /ASH/BOIRE FLD NASHUA NH RNAV RWY 32 AMDT 2 PROC NA

NEW JERSEY

[NOTICES TO AIRMEN]

BRIDGEPORT

BRIDGEPORT ARPT RWY 04 THR NO LONGER DSPLCD RWY 22 THR DSPLCD 349 FT RWY 16 THR DSPLCD 386 FT (6/84)

CROSS KEYS

CROSS KEYS ARPT RWY 27 THR DSPLCD 197 FT (6/84)

LINCOLN PARK

LINCOLN PARK RWY 01/19 NOW 2942 FT BY 40 FT (6/84)

SUSSEX

SUSSEX ARPT RWY 03 THR DSPLCD 1100 FT RWY 21 THR DSPLCD 750 FT (7/84)

WEST MILFORD

GREENWOOD LAKE ARPT RWY 02 THR DSPLCD 468 FT. RWY 06/24 NOW 2733 FT BY 50 FT RWY 06 THR DSPLCD 121 FT RWY 24 THR DSPLCD 94 FT (7/84)

[FDC NOTAMS]

FDC 4/875 FI/T /16N/ CAMDEN-BURLINGTON COUNTY, BERLIN, NJ. VOR-A AMDT 1, PROC NA

FDC 4/1317 FI/P /TEB/TETERBORO, TETERBORO, NJ NDB RWY 6 AMDT 15, ILS RWY 6 AMDT 23 DELETE DUZEL LOM/LS/ THIS IS NDB RWY 6 AMDT 16 AND ILS RWY 6 AMDT 24

FDC 4/1326 FI/P /EWR/NEWARK INTL NEWARK NJ NDB RWY 4L AMDT 6 TRML ROUTE GRITY INT TO CHESA LOM - CRS 039 FAC 039 NDB RWY 4R AMDT 2 TRML ROUTE GRITY INT TO LIZAH LOM - CRS 039 FAC 039, ILS RWY 4R AMDT 3, TRML ROUTE GRITY INT TO LIZAH LOM - CRS 039 FAC 039 SIDESTEP RWY 4L VIS RVR 5000 CATS A/B/C ILS RWY 4L AMDT 6, TRML ROUTE GRITY INT TO CHESA LOM - CRS 039 FAC 039, SIDESTEP RWY 4R VIS RVR 5000 CATS A/B/C THIS IS NDB RWY 4L AMDT 7, NDB

RWY 4R AMDT 3, ILS RWY 4R AMDT 4, ILS RWY 4L AMDT 7

FDC 4/1337 FI/P /LDJ/LINDEN/LINDEN/NJ NDB-B AMDT 3 CORRECT U S GOVT CHART NE, VOLUME 3, AL-6291, PAGE 130, DATED 7 JUN 84 TRML ROUTE HARRY INT (HAF) TO SAYER INT 092/9 4 HEADING AND DSTC 046/5 3 (GKQ BRG 226)

FDC 3/697 FI/T /72N/ MANAHAWKIN MANAHAWKIN, NJ VOR-A ORIG. PROC NA AT NIGHT

FDC 2/1058 FI/T /39N/ PRINCETON/ PRINCETON/ NJ VOR-A AMDT 5/ RNAV RWY 10 AMDT 1 WHEN TRENTON ATCT NOT IN OPN PROCS NA

NEW YORK

[NOTICES TO AIRMEN]

SPECIAL NOTICE AIRCRAFT ARE ADVISED TO REMAIN 1/2 MILE FROM AND NOT TO GO BELOW 800 FT MSL IN VICINITY OF THE STATUE OF LIBERTY DAILY 0700 TO 1900 LCL MON THRU FRI.(3/84)

MONTGOMERY

ORANGE COUNTY ARPT: RWY 03/21 NOW OPEN RWY 08/26 MIRL CMSND. ACTIVATE VASI RWY 03 122 7 (6/84)

NEW YORK CITY

LA GUARDIA ARPT: FOR SCHEDULED OPERATIONS, FIXED WING VFR ARRIVAL AND DEPARTURE OPERATIONS ARE NOT AUTHORIZED AT LA GUARDIA ARPT UNLESS THE OPERATOR HAS AN APPROVED SLOT ALLOCATION VFR RESERVATION VIA ATC FOR NONSCHEDULED OPERATIONS ARE NOT AUTHORIZED BETWEEN 0700-1100 LCL AND 1600-2100 LCL DAILY THROUGH 7 SEP 84 (7/84)

WTC BATTERY PARK CITY HELIPORT OPEN TO PUBLIC USE (7/84)

PLATTSBURGH

CLINTON CO ARPT: LOCALIZER RWY 01 (I-PLB) LOC UNMONITORED (6/84)

SCHENECTADY

SCHENECTADY COUNTY ARPT LOCALIZER RWY 04 (I-SCH) GS CMSND (6/84)

WHITE PLAINS

WESTCHESTER COUNTY ARPT: ATCT HRS 0600-2300 LCL (6/84)

[FDC NOTAMS]

FDC 4/458 FI/T /IAG/NIAGARA FALLS INTL, NIAGARA FALLS NY LOC BC RWY 10L AMDT 4 ADD NOTE DISREGARD ALL GLIDE SLOPE INDICATIONS

FDC 4/901 FI/T /FOK/ SUFFOLK COUNTY, WESTHAMPTON BEACH, NY. NDB RWY 24 AMDT 1, ILS RWY 24 AMDT 5, LOC BC RWY 6 AMDT 1, HI-ILS RWY 24 AMDT 1, HI-TACAN RWY 6 AMDT 1, HI-TACAN RWY 24 AMDT 1. CHANGE THE MSA FOR EACH OF THE ABOVE PROCEDURES TO 1900

FDC 4/1428 FI/T /ROC/ROCHESTER-MONROE COUNTY, ROCHESTER NY. ILS RWY 22 AMDT 3 TRML ROUTE ROC VORTAC TO MAPES OM/ROC 5.9 DME NA. HOLDING PATTERN IN LIEU OF PROC TURN AT MAPES OM/ROC 5 9 DME NA. CHANGE NOTE TO READ: RADAR REQUIRED.

FDC 4/1435 FI/T /POU/DUTCHESS COUNTY, POUGHKEEPSIE, NY ILS RWY 6 AMDT 3 MISSED APCH - CLIMB TO 3000 VIA HEADING 070 AND PWL R-250 TO PWL VORTAC AND HOLD, NORTH, 021 INBOUND IFR DEP PROCS/ TKOF MINS RWY 6 CLIMB TO 3000 VIA RWY HEADING AND PWL R-250 TO PWL VORTAC BEFORE PROCEEDING ON CRS RWY 15 CLIMB TO 600 THEN A CLIMBING LEFT TURN TO 3000 DIR PWL VORTAC BEFORE PROCEEDING ON CRS RWY 24 CLIMBING RIGHT TURN TO 3000 TO INTERCEPT PWL R-250 BEFORE PROCEEDING ON CRS RWY 33 CLIMB TO 600 THEN A CLIMBING RIGHT TURN TO 3000 DIR PWL VORTAC BEFORE PROCEEDING ON CRS

FDC 4/1559 FI/P /AWYS/NY V162 HUGUENOT/HUO/VORTAC TO CAPPO. INT, NY MEA 5000

FDC 4/1566 FI/P /VICTOR AWY 16 CALVERTON VORTAC N Y TO SALEM INT CT MOCA DELETED

FDC 3/1479 FI/T /3G7/ WILLIAMSON-SODUS, WILLIAMSON-SODUS, NY VOR/DME RWY 10 ORIG, PROC NA

PENNSYLVANIA

[NOTICES TO AIRMEN]

CORRY

LAWRENCE ARPT NAME CHANGED TO CORRY-LAWRENCE (7/84)

ERIE

ERIE INTL ARPT: RWY 06 SSALR CHANGED TO SSALS ACTIVATE SSALS RWY 06 118 1 (7/84)

INDIANA

INDIANA COUNTY/JIMMY STEWART FLD/LOC RWY 28 (I-IDI) OTS INDEFLY (6/84)

MERCERSBURG

THE MERCERSBURG ACADEMY HELIPORT CLSD TO PUBLIC USE (6/84)

READING

READING MUNI, GEN CARL A SPAATZ FIELD CLSD TO UNSCHEDULED ACR OPERATIONS WITH MORE THAN 30 PASSENGER SEATS SAT/SUN & 2300-0600 LCL WKDAYS EXCEPT TWO PPR CALL 215-372-4666/926-6807 (7/84)

[FDC NOTAMS]

FDC 4/914 FI/T /AGC/ALLEGNEY COUNTY PITTSBURGH PA. NDB RWY 10 AMDT 6 ADD NOTE WHEN ATCT NOT IN OPN SSALR BECOMES SSALS ACTIVATE SSALS RWY 28 121 1

FDC 4/945 FI/T /AOO/ALTOONA-BLAIR COUNTY, ALTOONA, PA ILS RWY 20 AMDT 3. SI-ILS DH 1737/HAT 250 VIS 3/4 ALL CATS INOP TABLE DOES NOT APPLY TO SI-ILS. SI-LOC VIS 3/4 CAT A, WHEN MALSR INOP INCEASE SI-LOC CAT A 1/4 MILE

FDC 4/1191 FI/T /LNS/LANCASTER, LANCASTER PA VOR RWY 8 AMDT 15 SI MDA 1300/HAT 901 ALL CATS VIS CATS A/B 3/4, CAT C 2 1/4, CAT D 2 1/2 CIRCLING MDA 1300/HAA 897 ALL CATS VIS CATS A/B 1 1/4, CAT C 2 3/4, CAT D 3. ALTN MINS CATS A/B 1000-2, CATS C/D 1000-3

FDC 4/1312 FI/T /AWYS PA J109 MIROY PA INT/EEY R-002/69 DME/ TO WEVEL PA INT/BUF R-182/101 DME/MEA 23000, COP EEY 78NM/ BUF 150 NM..

FDC 4/1322 FI/P /LNS/LANCASTER, LANCASTER, PA ILS RWY 8 AMDT 9 CORRECT US GOVT CHART, NE VOLUME 2, AL-927, PAGE 138 DATED 7 JUN 1984 CTAF 120 9

FDC 4/1609 FI/T /FKL/CHESS-LAMBERTON, FRANKLIN PA VOR RWY 2 AMDT 3 CORRECT US GOVT CHART CHANGE NOTICE PAGE 19 /AL-5007 DATED 5 JUL 84 TRML ROUTE ALT PEREA INT TO FARGE INT 3200 MIN ALT FARGE INT 3200

FDC 4/1615 FI/T /FKL/CHESS-LAMBERTON, FRANKLIN PA ILS RWY 20 AMDT 2, VOR RWY 2 AMDT 3 ADDNOTE RADAR REQUIRED

FDC 4/1662 FI/T /MPO/POCONO MOUNTAINS MUNI, MT POCONO PA VOR RWY 13 AMDT 3 DME REQUIRED

FDC 4/1664 FI/T /AVP/WILKES-BARRE/SCRANTON INTL WILKES-BARRE/ SCRANTON, PA NDB-A AMDT 14 MISSED APCH CLIMB TO 3900 ON 044 BRG FROM AV LOM THEN LEFT TURN DIR AV LOM AND HOLD SW, LT, 044 INBOUND ILS RWY 4 AMDT 30, MISSED APCH CLIMB TO 3000 VIA 044 BRG FROM AV LOM THEN LEFT CLIMBING TURN TO 3900 DIR CYE NDB AND HOLD SW, LT 045 INBOUND ILS RWY 22 AMDT 2 RADAR REQUIRED WHEN AVP ATCT CLSD PROC NA RADAR-1 AMDT 10 ASR RWYS 4 AND 10 MISSED APCH AS DIRECTED BY ATC ON INITIAL CTC

FDC 4/1665 FI/T /N30/CHERRY RIDGE/HONESDALE/PA, VOR-A AMDT 3 PROC NA

FDC 4/1671 FI/T /AVP/WILKES-BARRE/SCRANTON INTL WILKESBARRE/SCRANTON PA IFR DEP PROCS RWY 4 CLIMB TO 3000 ON 044 BRG FROM AV LOM BEFORE DEPARTING ON CRS. RWY 10 CLIMBING LT TO 3000 VIA 044 BRG FROM AV LOM BEFORE DEPARTING ON CRS

FDC 3/661 FI/T /MDT/ HARRISBURG INTL-OLMSTED FIELD MIDDLETOWN, PA CFR INDEX C AVBL 0600-2400 LCL CFR INDEX B AVBL 2400-0600 LCL 24 HR NOTICE REQUIRED FOR CFR INDEX C SVC 2400-0600 LCL

RHODE ISLAND

[NOTICES TO AIRMEN]

NORTH KINGSTOWN

QUONSET STATE ANG HELIPAD HELIPORT NAME CHANGED TO QUONSET STATE ARNG HELIPAD (7/84)

WEST KINGSTON

RICHMOND ARPT- CLSD TO PUBLIC USE (7/84)

[FDC NOTAMS]

VERMONT

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/574 FI/T /4V8/MOUNT SNOW, WEST DOVER, VT NDB RWY 1 ORIG PROC NA

FDC 4/990/FI/T EFK NEWPORT STATE AIRPORT NEWPORT VT NDB-A AMDT 1 PROC NA.

FDC 3/1428 FI/T /RUT/ RUTLAND STATE, RUTLAND VT LDA RWY 19 AMDT 2/ TRML ROUTE MUDDI INT TO IRA NDB 253/6 6

VIRGINIA

[NOTICES TO AIRMEN]

CHESAPEAKE

CHESAPEAKE MUNI ARPT RWY 04W/22W CHANGED TO 05W/23W (7/84)

CULPEPER

CULPEPER MUNI T I MARTIN FIELD NAME CHANGED TO CULPEPER COUNTY T I MARTIN FIELD (6/84)

GRUNDY

GRUNDY NDB (GDY) DCMSND (6/84)

LYNCHBURG

LYNCHBURG MUNI-PRESTON GLENN FIELD: FROM 1900-1000 LCL, ONE HR PPR FOR CFR, CALL 804-845-0112 (7/84)

ROANOKE

ROANOKE REGIONAL/WOODRUM FIELD RWY 23 NOW OPEN (7/84)

[FDC NOTAMS]

FDC 4/26 FI/T /SHD/ SHENANDOAH VALLEY STAUNTON-WAYNESBORO-HARRISONBURG VA. ILS RWY 4 AMDT 4 SI LOC MDA 1620/HAT 437 ALL CATS. VIS 3/4 CAT C 1 CAT D NDB RWY 4 AMDT 6 SI MDA 1700/HAT 517 ALL CATS. VIS 1 CAT C 1 1/2 CAT D CIRCLING MDA 1700/HAA 499 CATS A/B/C

FDC 4/31 FI/T /W16/ WINCHESTER MUNI, WINCHESTER, VA VOR/DME-A AMDT 1 MISSED APCH CLIMBING LEFT TURN TO 3000 VIA MRB R-230 TO MRB VORTAC.

FDC 4/299 FI/T /W07/SHANNON FREDRICKSBURG VA VOR RWY 23 AMDT 5 SI MDA 720/HAT 635 ALL CATS. VIS 1 3/4 CAT C, CAT D 2 CIRCLING MDA 720/HAA 635 CATS A/B/C, CAT C VIS 1 3/4, CAT D VIS 3.

FDC 4/1131 FI/T /CHO/CHARLOTTESVILLE-ALBEMARLE, CHARLOTTESVILLE VA. RNAV RWY 3 AMDT 2 PROC NA

FDC 4/1473 FI/T /W36/CHESAPEAKE MUNI CHESAPEAKE VA. RWY 4/22 REDESIGNATED RWY 5/23 VOR/DME RWY 22 AMDT 1 CHANGED TO VOR/DME RWY 23 AMDT 1.

FDC 4/1475 FI/T /AWY/V103 TABER VA FIX TO HENBY VA FIX MEA 5100. CANCEL MOCA.

FDC 4/1653 FI/T /HSP/INGALLS FIELD HOT SPRINGS VA. ILS RWY 24 AMDT 1. TRML ROUTE MDL VORTAC TO COHEN INT NA. ADD NOTE.. RADAR REQUIRED. SI LOC 24 NA

FDC 2/1643 FI/T /FAF/ FELKER AAF, FORT EUSTIS, VA. NDB-A AMDT 1. MDA 720, HAA 708 ALL CATS, VIS CAT C 2 MI, CAT D 2 1/4 MI NDB /VOR MINS NOT BELOW 720 UNTIL PASSED HOG POINT INT.

WEST VIRGINIA

[NOTICES TO AIRMEN]

ELKINS

ELKINS VORTAC (EKN) UNRESTRICTED (6/84)

LEWISBURG

[illegible]HI NDB (LW) RTS (6/84)

PARKERSBURG

WOOD COUNTY ARPT/GILL ROBB WILSON FLD CLSD TO FAR PART 121 ACR OPNS EXCEPT 15 MIN PRIOR APVL CALL 304-464-5115 (6/84)

[FDC NOTAMS]

FDC 4/37 FI/T /MRB/ EASTERN WV REGIONAL AIRPORT/SHEPHERD FIELD, MARTINSBURG, WV ILS RWY 26 AMDT 3 AND VOR-A AMDT 5 MISSED APCH CLIMBING LEFT TURN TO 3000 DIRECT MRB VORTAC

FDC 4/963 FI/T/CKB/BENEDUM, CLARKSBURG WV ILS RWY 21 AMDT 8 TRML ROUTE CKB VOR/DME TO ARCAT INT DME OR RADAR REQUIRED WHEN CTLZ IN OPN TRML ROUTES METZE INT TO ARCAT INT AND TYGAR INT TO ARCAT INT RADAR REQUIRED. WHEN CTLZ NOT IN OPN TRML ROUTES METZE INT TO ARCAT INT AND TYGAR INT TO ARCAT INT NA

FDC 4/1029 FI/T /I07/SUMMERSVILLE SUMMERSVILLE WV NDB RWY 4 ORIG SDF RWY 4 ORIG TRML RTE BKW VORTAC TO STAMM INT CRS 024

FDC 4/1083 FI/T /HTS/TRI-STATE/WALKER-LONG FIELD HUNTINGTON WV ILS RWY 12 AMDT 7 NDB RWY 12 AMDT 14 CHANGE NOTE TO READ . B ACTIVATE SSALS RWY 12 HIRL VASI RWY 12-30 MIRL VASI RWYS 3-21 AND REILS RWYS 3-21-30 CTAF ILS RWY 30 AMDT 1 CHANGE NOTE TO READ WHEN CONTROL TOWER CLSD ACTIVATE SSALS RWY 12 HIRL VASI RWY 12-30 MIRL VASI RWY 3-21 AND REILS RWYS 3-21-30 CTAF

FDC 4/1230 FI/T /HLG/WHEELING OHIO CO WHEELING/WV ILS RWY 3 AMDT 16/VOR RWY 21 AMDT 9 CIRCLING MINS WITH WHEELING ALSTG - MDA 1900/HAA 704 CAT D. VIS 2 1/4 CAT D. ALTN MINS 800-2 1/4 CAT D

FDC 4/1358 FI/T /HLG/WHEELING-OHIO CO, WHEELING WV VOR RWY 21 AMDT 9 ALTN MISSED APCH/CLIMBING RIGHT TURN TO 3000 DIRECT WHEELING VORTAC AND HOLD NE RIGHT TURNS 223 INBOUND

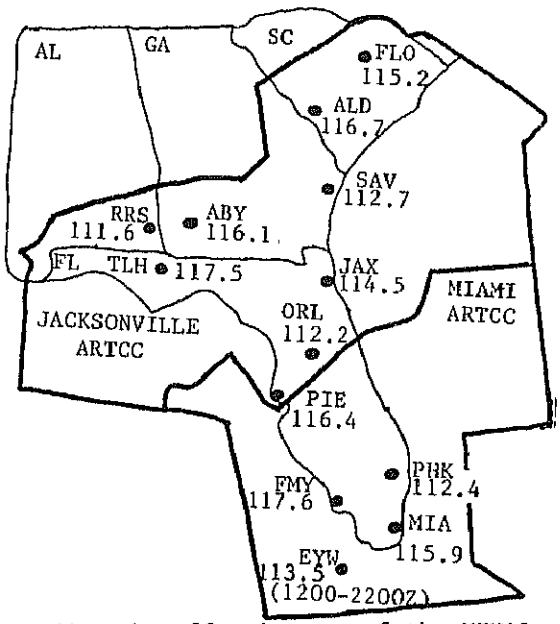
FDC 3/1074 FI/T /HTS/ TRI-STATE/WALKER LONG FIELD HUNTINGTON, WV. NDB RWY 12 AMDT 14 PROC NA.

HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE (HIWAS)

HIWAS is a national program for broadcasting hazardous weather information (SIGMET's, convective SIGMET's, AIRMET's, and urgent PIREP's) on a continuous basis over selected VOR's. The program is now operational in the Jacksonville and Miami ARTCC areas. The chart below identifies the present HIWAS broadcast outlet locations and frequencies. HIWAS will be expanded on an ARTCC by ARTCC basis.

The Federal Aviation Administration will begin an evaluation of proposed HIWAS procedural revisions on December 16, 1983. During the evaluation, SIGMET's, convective SIGMET's, AIRMET's, and urgent PIREP's will continue to be broadcast over the VOR's on the chart below. In addition, FSS's will add to HIWAS broadcasts information on hazardous weather not yet covered by an advisory and make an announcement on their frequencies that new HIWAS information is available. Controllers in ARTCC's and ATC terminals will announce updates to HIWAS information on all appropriate frequencies. Controllers and specialists will not routinely broadcast SIGMET's, convective SIGMET's, or AIRMET's in the commissioned HIWAS areas.

PILOTS SHOULD BE ALERT FOR HIWAS UPDATE ANNOUNCEMENTS ON COMMUNICATIONS FREQUENCIES.



User comments regarding the effectiveness of the HIWAS program and the proposed revision to HIWAS procedures are solicited.
Mail comments to:

Department of Transportation
Federal Aviation Administration
ATTN: AAT-360
800 Independence Avenue, S.W.
Washington, D.C. 20591

Note: For further information on the HIWAS program, refer to the Airman's Information Manual (A.I.M.) and Airport/Facility Directory.

Washington, D.C. and Columbus, Ohio Public Demonstration
Voice Response System (VRS) Changes

The Federal Aviation Administration is conducting a computer generated Voice Response System (VRS) public demonstration in the Washington, D.C. and Columbus, Ohio areas. Pilots access the VRS via push-button (Touch-tone®) telephones, and normally have six weather products available.

Due to a maintenance requirement the six (weather) product VRS has been taken off the line, and temporarily replaced by a three-product system. Weather products lost are the TWEB Route Forecast, Convective SIGMET, and Alert Weather Watch. Available are the Hourly Surface Observation (SA), Terminal Forecast (FT), and Winds Aloft Forecast (GF).

Although both systems appear to function the same, the three-product VRS also features an "Unprompted" mode of operation, which enables the user to obtain a weather observation or forecast directly. This mode can be selected by entering *,M in response to the VRS prompt, "Enter location identifier." The following pilot/VRS dialogue shows key-stroke entries for weather requests using Washington National (DCA) as an example, utilizing the Unprompted mode.

VRS "Enter location identifier"
PILOT *,M
VRS "Enter request"
PILOT enters any one of the following requests:

Hourly Surface Observation: D-1,C-3,A-1,S,A;##
Terminal Forecast: D-1,C-3,A-1,F,T;##
*Winds Aloft Forecast: D-1,C-3,A-1,#,2,#,8,0;##

Notes:

1. *The Winds Aloft Forecast entry example above is decoded as follows:
 D-1,C-3,A-1 = Location identifier for Washington National (DCA).
 # = Single "Pound" key used as a data separator.
 2 = Forecast wanted for two hours hence.
 # = Single "Pound" key used as a data separator.
 8,0 = Forecast wanted for 8,000 feet. Notice that the VRS adds two zeroes to your entry, so only enter 2 or 3 digits.
 ## = End of data entry.

2. Please notice that for SA and FT requests, the letter entries S,A and F,T are single key-strokes, unlike the double key-strokes required to enter letters and numbers in location identifiers. Similarly, numbers entered for the hours and altitude in Winds Aloft Forecasts are also single key-strokes.

3. To transfer back into the Prompted mode from the Unprompted mode, enter *,M in response to the VRS prompt, "Enter request."

4. To access the VRS, dial one of the following telephone numbers:
 Washington, D.C. (202)347-3222
 Columbus, Ohio (614)461-1659

Comments, questions and requests for more information should be addressed to:

VRS
DOT/FAA Technical Center
ACT-250
Atlantic City, NJ 08405

AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)

The Federal Aviation Administration is evaluating the reliability and acceptability of automated weather reporting systems in a 1-year test beginning in August 1983. Fourteen sites were selected to test a variety of geographical and meteorological conditions. The systems will be of the AWOS-3 category providing altimeter setting and wind data, temperature, dewpoint and density altitude, visibility, and cloud/ceiling data. The test site airports and voice telephone numbers and frequencies across the continental United States and Alaska are:

Airport	Telephone Numbers	Frequency
Auburn, AL	205-821-4932	D 120.3
Bremerton, WA	206-674-2196	D 121.2
Dubuque, IA	319-557-1933	D 118.15
Galena, AK	907-656-1654	V 114.8
Houghton, MI	906-482-2529	V 112.8
Houma, LA	504-879-4205	V 112.0
Houston, TX	713-643-2166	V 117.6
Keene, NH	603-357-4170	V 109.4
Muncie, IN	317-282-1260	V 114.4
Wash. Natl., DC	703-486-3990	D 128.8
Palm Springs, CA	619-323-7167	V 115.5
San Luis Obispo, CA	805-549-9530	D 120.65
Santa Fe, NM	505-473-2125	V 110.6
Valdez, AK	907-835-2947	D 118.8
D = Discrete		V = VOR

All aviation users are encouraged to monitor these systems and provide their comments on the quality of the system.

Pilot comments are urgently needed to determine acceptability. Postage paid pilot questionnaires are available at local FAA facilities or fixed based operators in the vicinity of each test site.

Questionnaires may be mailed direct or returned to the local FAA facility for mailing to the FAA Technical Center, ACT-110, Atlantic City Airport, NJ, 08405.

KENNEDY SPACE CENTER

SPECIAL PROCEDURES
SPACE SHUTTLE LAUNCH AND
RETURN FROM ORBIT

Due to the large volume of traffic expected in the area of the Kennedy Space Center for the launch of the Space Shuttle, the following information and special procedures are provided for aircraft arriving and departing space coast airports and for aircraft operating in the area at launch time.

HIGH DENSITY TRAFFIC AREA. Expect to encounter a high volume of all types of aircraft near launch time west of the Indian River in the Titusville/Merritt Island/Cocoa area.

Flight Planning and Pilot Weather Briefing and NOTAM status will be available from Melbourne FSS. Telephone services will be as follows:

Titusville	269-2022 or 783-8833
Merritt Island/ Cocoa	783-8833 or 723-6151
Melbourne	723-6151 or 783-8833
In Florida (toll free)	1-800-432-6281

A direct telephone to the FSS will be provided at the Ti-Co and Merritt Island Airports. Open and close flight plans with Melbourne Radio. Contact FSS for special NOTAM status prior to flight.

AIR TRAFFIC CONTROL.

	Ti-Co	Melbourne Regional
Local Control	118.9	118.2
Ground Control	121.4	121.9
Approach Control	119.25 (Revision)	125.1

MELBOURNE FLIGHT SERVICE:

	Primary	Common	UHF
Melbourne Regional and Valkaria	122.6	122.2	255.4
All Other Area Airports	123.6	122.2	255.4

Note: Aircraft may be able to contact Melbourne Radio on the ground at Ti-Co and Merritt Island Airports on 123.6.

AIRSPACE RESTRICTIONS: (revision)

All aircraft must remain clear of Restricted Areas R2921 thru R2928 and R2930. All airspace below R2921, R2922, R2926 and R2927 is designated as temporary restricted airspace to the surface. All aircraft should remain clear of all coastal warning areas.

RETURN FROM ORBIT RESTRICTIONS:

When the shuttle has entered orbit for return to the NASA Shuttle Landing Facility at the Kennedy Space Center, the following restrictions will apply. All aircraft must remain clear of Restricted Areas R2921 thru R2928 and R2930. All airspace below R2921, R2922, R2926 and R2927 is designated as temporary restricted airspace to the surface. All aircraft should remain clear of all coastal warning areas.

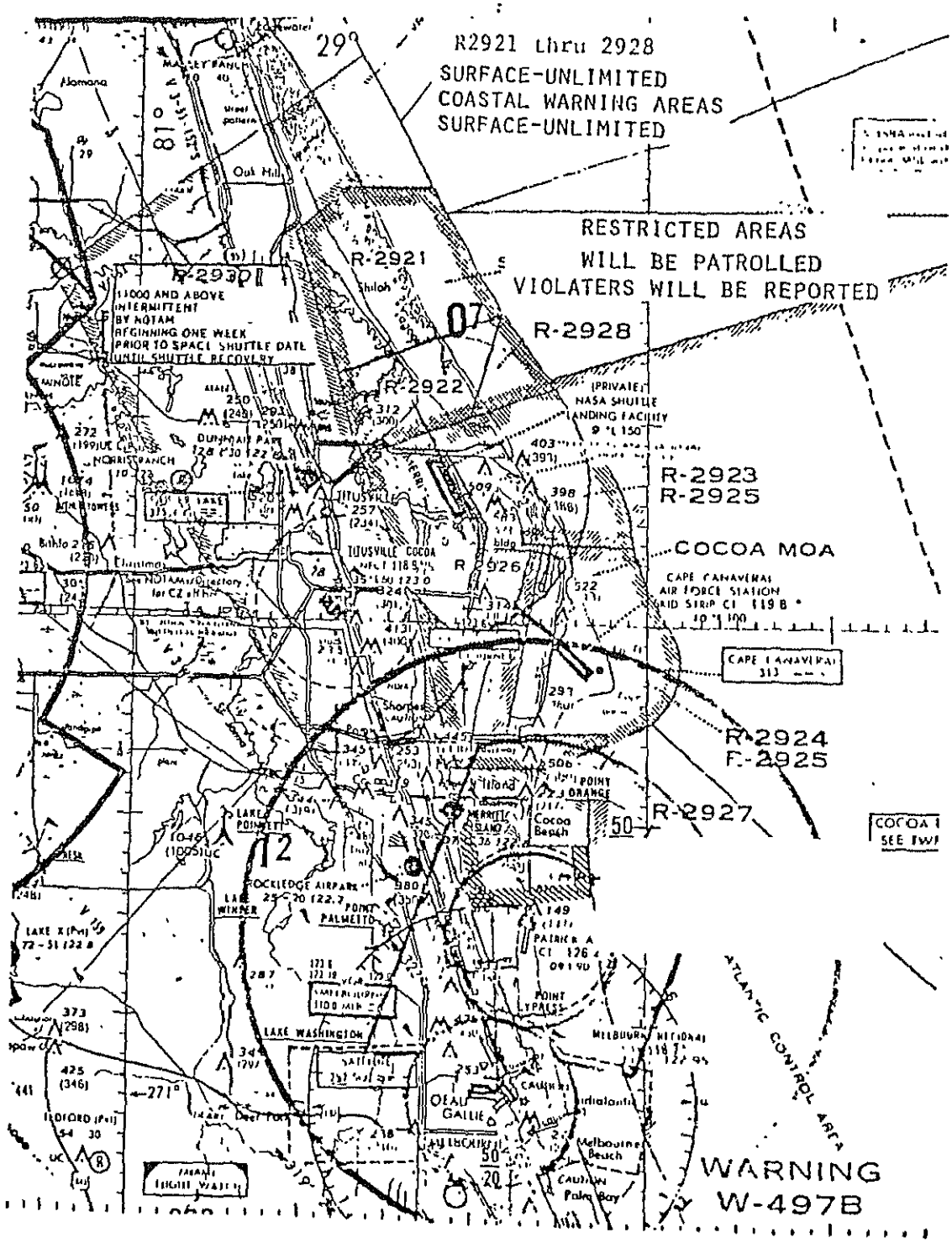
BROADCASTS:

From 1 hour prior to the scheduled launch or recovery of the Space Shuttle, all VFR aircraft should MONITOR Melbourne VOR voice on 110.0 MHz for instructions and information concerning the status of the launch and associated restricted and warning areas.

Pilots should be particularly alert for broadcast instructions to squawk "standby" in the event radar saturation occurs. Further information as to when to resume squawking "normal" will also be broadcast over the Melbourne VOR.

Following the launch, pilots should expect a minimum of 30 minutes before any restricted areas are opened. Some areas may remain closed for other launch activity. R2923 will remain closed. Arthur Dunn Airpark, Ti-Co Airport, and Merritt Island Airport will remain open during the launch activity.

KENNEDY SPACE CENTER
SPECIAL PROCEDURES
SPACE SHUTTLE LAUNCH AND RETURN FROM ORBIT



AIRPORT RADAR SERVICE AREAS (ARSA)
FOR
AUSTIN, TEXAS
ROBERT MUELLER MUNICIPAL AIRPORT
COLUMBUS, OHIO
PORT COLUMBUS INTERNATIONAL AIRPORT

Special Airspace designations and associated air traffic control procedures began at the Austin, Texas, Robert Mueller Municipal Airport on December 22, 1983, and the Columbus, Ohio, Port Columbus International Airport on January 19, 1984. Special Federal Aviation Regulation (SFAR) No. 45 which implements this program appeared in the FEDERAL REGISTER (Vol. 48, Page 50038 on October 28, 1983. The following summary of that SFAR is advisory in nature and does not relieve the pilot from compliance with the specific rules set forth in the SFAR.

An Airport Radar Service Area (ARSA) is designated airspace in which each person operating an aircraft must maintain two-way radio communications with air traffic control (ATC). Ultralight vehicles and parachute jump operations in the ARSA are not allowed except under the terms of an ATC authorization. Within these ARSA's, ATC will, in addition to the services and separation currently applied to aircraft operating under instrument flight rules (IFR), resolve any potential conflict between an aircraft operating under IFR and an aircraft operating under visual flight rules (VFR), as well as provide traffic advisory services and arrival sequencing to all aircraft. Pilots are required to comply with ATC clearances and instructions while operating in an ARSA. The purpose of the SFAR is to confirm any national applicability of the recommendation of the National Airspace Review, Terminal Airspace Task Group 1-2.2., that an ARSA program replace the existing Terminal Radar Service Area (TRSA) program.

Unless otherwise authorized or required by ATC, the following provisions apply to aircraft operations within an ARSA.

1. Aircraft arriving at an airport within the ARSA or on an overflight course that would penetrate the ARSA must establish two-way radio communication with ATC prior to entering the ARSA and maintain that communication while operating within the ARSA.

2. Aircraft departing the primary airport within the ARSA must establish two-way radio communication with ATC prior to departure and maintain that communication while operating within the ARSA. Aircraft departing a satellite airport within the ARSA must contact ATC as soon as practicable after takeoff.

3. Except in an emergency, all operations must be in compliance with ATC clearance and instructions.

4. All arrivals and departures within the ARSA must be in compliance with FAA arrival and departure traffic patterns.

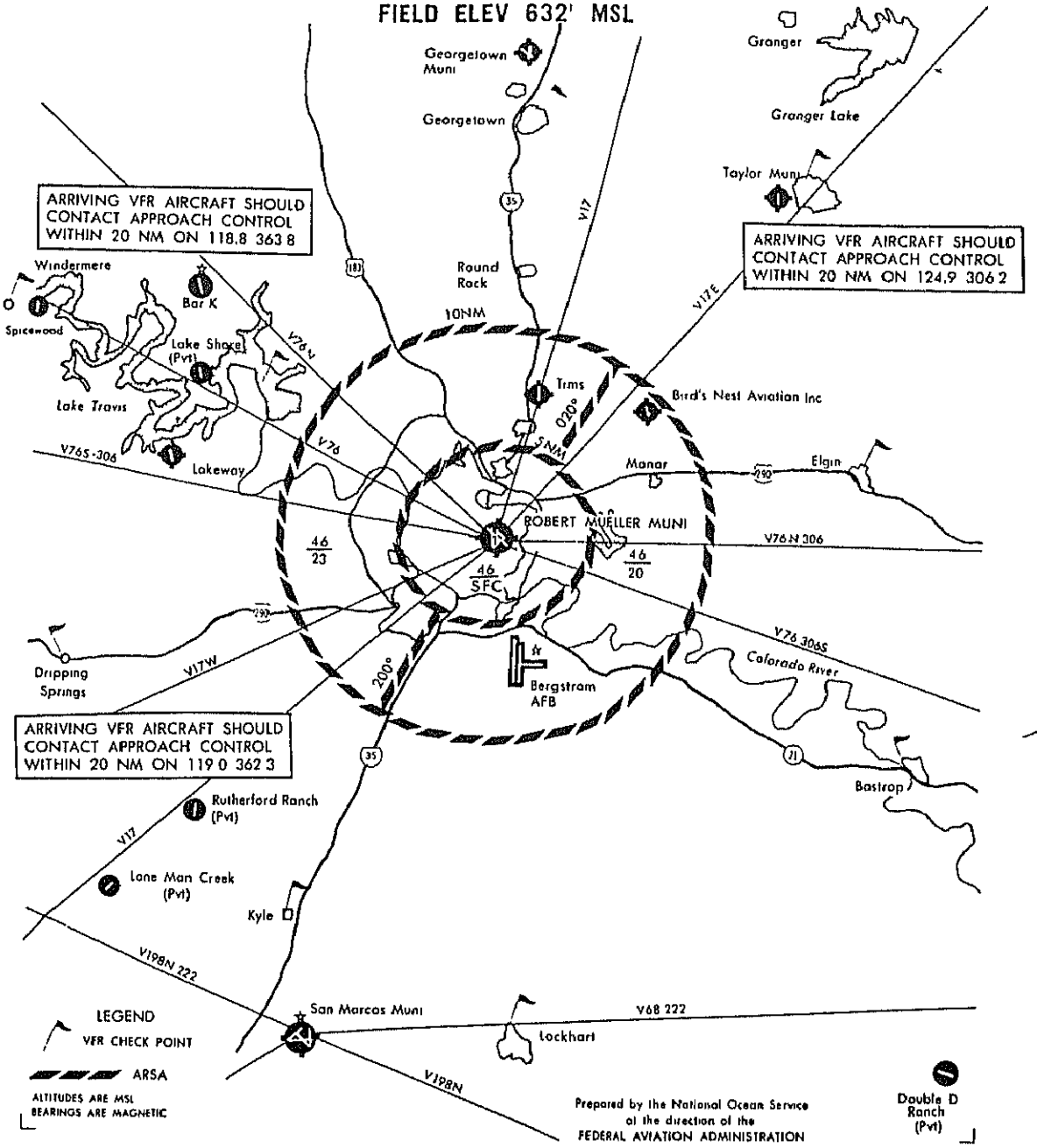
5. Ultralight vehicles and parachute operations may not be conducted within the ARSA except under the terms of an ATC authorization.

6. NOTAM's pertaining to flight within the ARSA must be reviewed as a part of preflight action required by FAR Section 91.5.

See graphics for depiction of ARSA for the Austin, Texas and Columbus, Ohio airports. The same symbology is used to depict ARSA airspace on sectional aeronautical charts. These airspace designations are effective for approximately 1 year.

AIRPORT RADAR SERVICE AREA
(NOT TO BE USED FOR NAVIGATION)

AUSTIN, TEXAS
ROBERT MUELLER MUNICIPAL AIRPORT
FIELD ELEV 632' MSL

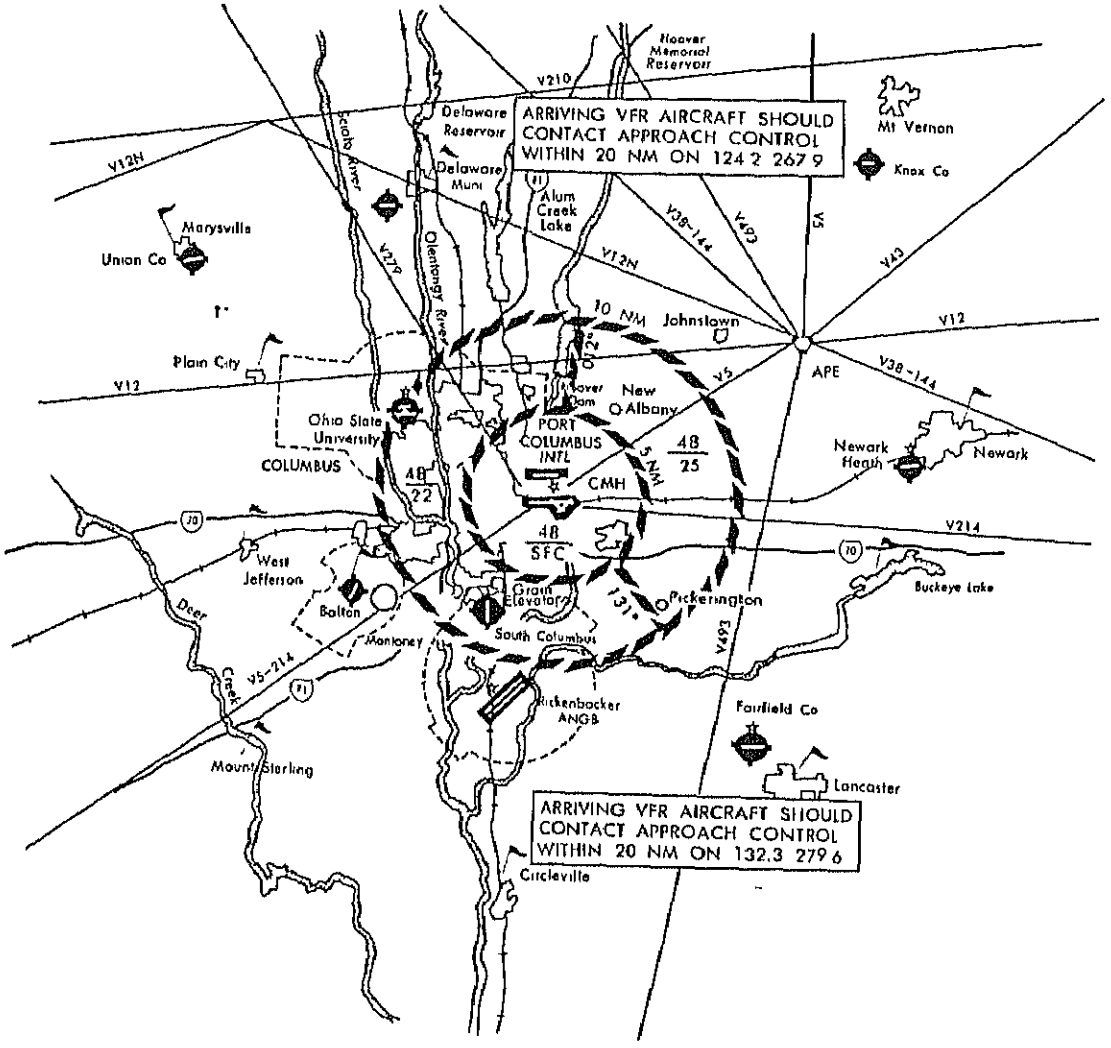


24 NOV 1983

AIRPORT RADAR SERVICE AREA

(NOT TO BE USED FOR NAVIGATION)

PORT COLUMBUS INTL. AIRPORT
COLUMBUS, OHIO
FIELD ELEV. 816 MSL



Prepared by the National Ocean Service
at the direction of the
FEDERAL AVIATION ADMINISTRATION

24 NOV 1983

TEMPORARY AIR TRAFFIC CONTROL TOWER

BADER FIELD

ATLANTIC CITY, NEW JERSEY

July 2, 1984 - September 30, 1984

In anticipation of the large number of aircraft traveling to and from the Atlantic City Resort Casino Area, the Federal Aviation Administration will operate a temporary air traffic control tower at Atlantic City Municipal-Bader Field, Atlantic City, New Jersey from July 2, 1984 until September 30, 1984.

HOURS OF OPERATION

1200Z (0800 LCL) UNTIL 0400Z (1200 LCL) DAILY

Control Tower Radio Call: "Bader Tower"....Frequency 120.3
Ground Control Clearance Delivery...Frequency 121.7

STAGE III RADAR SERVICE

Radar service will be available to all aircraft landing and departing Bader Field. Contact Atlantic City Approach Control on 124.6 MHz (310°-129°) or 118.35 (130°-309°) at least 20 miles from Bader Field. We strongly suggest you DO NOT PROCEED INTO THE TRSA until receiving instructions from Atlantic City Approach Control.

VFR AND IFR DEPARTURES

Do not taxi for takeoff until you have received taxi and field information and, if IFR, have received a clearance. Stage III radar service will be provided and pilots should advise Ground Control of: Aircraft identification, type aircraft, direction of flight and/or destination, and initial cruising altitude.

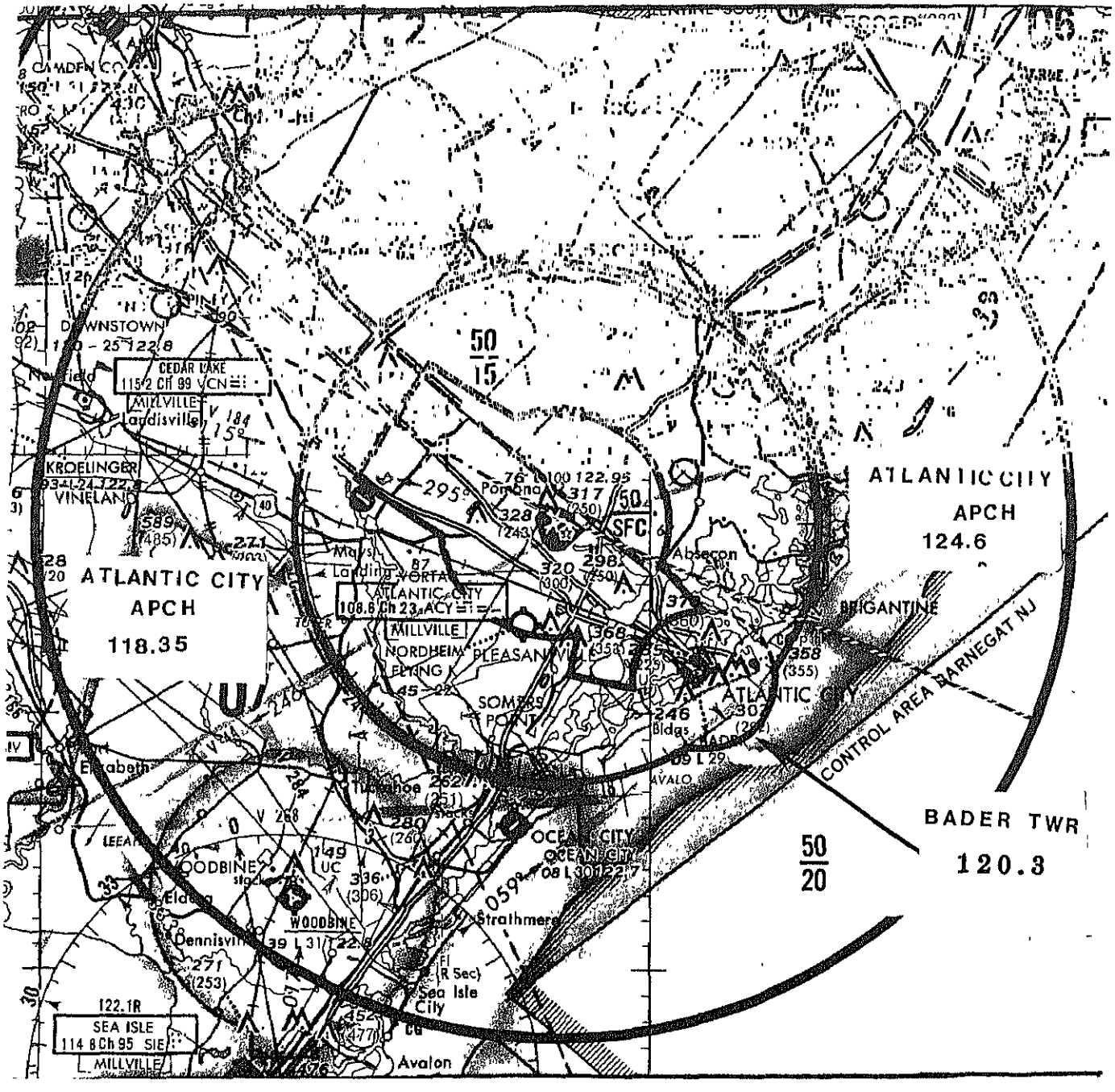
RESTRICTED AREA ADVISORY

Pilots should be aware of the existence of the restricted airspace, R-5002, north of Bader Field. R-5002 is a military aircraft ordnance firing area and pilots are cautioned the penetration of restricted areas may be extremely hazardous.

TRAFFIC PATTERNS

Traffic patterns have been established for fixed wing and helicopter aircraft so that aircraft flight will be away from prominent obstruction within Atlantic City.

Attachment


ATLANTIC CITY
APCH
118.35
ATLANTIC CITY
APCH
124.6
BADER TWR
120.3
CONTROL AREA BARNEGAT NJ
50
15
50
20
CEDAR LAKE
115.2 CH 99 VCN
MILLVILLE
KROELINGER
VINELAND
ATLANTIC CITY
108.6 Ch 23 ACY
MILLVILLE
122.1R
SEA ISLE
114.8 Ch 95 SIE
MILLVILLE
WOODBINE
Sea Isle City
Avalon
Strathmere
OCEAN CITY
BRIGANTINE
ATLANTIC CITY
AVALO
SOMERS POINT
PLEASANTVILLE
NORDHEIM
ELVING
Absecon
Pomona
Egg Harbor
Elwood
Elizabeth
Dennisville
Landisville
Millville
Bldgs

CLASS II NOTAM

SPECIAL AIR TRAFFIC CONTROL PROCEDURES
FOR HYANNIS, NANTUCKET AND MARTHA'S VINEYARD

Effective: May 15, 1984

Due to the historically heavy volume of air traffic generated during the summer season and other occasional periods at the Hyannis, Nantucket and Martha's Vineyard Airports, the Federal Aviation Administration will implement special Air Traffic Control procedures for Visual Flight Rule (VFR) aircraft and, when necessary, a flow management program that uses flow control procedures to help maintain a safe, orderly and equitable flow of air traffic during those impacted Instrument Flight Rules (IFR) periods as identified. Pilots are cautioned to be extremely alert for a high volume of VFR traffic operating daily to and from the Hyannis, Nantucket and Martha's Vineyard Airports. Additionally, pilots are cautioned to expect delays up to 2 hours on those days when the demand at any or all of the aforementioned airports exceeds the individual capacity levels.

Control Towers:

Hyannis Tower:

Operation from 0600 to 2200 *EDT 7 days a week. (5/15 - 9/15) 0600 to 2300 *EDT 7 days a week. Primary frequencies are:

** ATIS: 123.8, Ground Control 121.9, Tower 119.5.

Martha's Vineyard Tower:

Operation from 0700 to 2200 EDT 7 days a week (5/23 - 9/11). Primary frequencies are:

Ground Control 121.8, Tower 121.4

Nantucket Tower:

Operation from 0600 to 2100 EDT 7 days a week. (5/15 - 9/15) 0600 to 2200 EDT 7 days a week. Primary frequencies are:

ATIS: 126.6, Ground Control 121.7, Tower 118.3.

VFR Enroute/Holding

Note:

1. Arrival aircraft will be expected to know and use those VFR reporting and VFR holding points as depicted, so as to be able to proceed as instructed by the responsible air traffic control facility in control of their aircraft.

* Eastern Daylight Time
**Automated Terminal Information Service (ATIS)

2. Arrival aircraft are instructed to first listen to ATIS, where available, and then contact the pertinent tower when 10 to 15 miles from the airport. Those aircraft destined for Martha's Vineyard are requested to monitor the tower frequency 20 to 30 miles from the airport and then advise the tower on initial contact (10-15 miles out) they "have numbers" (runway, wind, and altimeter).

3. Aircraft enroute Hyannis Airport from the Sagamore Bridge, Martha's Vineyard and Cotuit areas are advised to use caution due to military helicopters and jet aircraft on an Instrument Landing System (ILS) approach to Runway 23 at the Otis Air National Guard Base.

4. Departure aircraft will be expected to know those VFR reporting points depicted, and proceed as instructed by the Air Traffic Control Tower (ATCT) in control of their aircraft.

5. Pilots with 2-way radio equipped aircraft are urged to close their flight plans with Bridgeport FSS by transmitting on frequency 122.1 and listening on the appropriate Visual Omni Range (VOR) frequency. Non-radio equipped aircraft are urged to close their flight plans with Bridgeport FSS by telephone: 1-800-242-2377 (RI/MA) 1-800-972-2271 (CT). If you are unable to contact Bridgeport FSS, then you are requested to contact:

Concord FSS	1-800-325-1202
Lebanon FSS (toll)	603-298-8853
Bangor FSS (toll)	207-947-4028
Augusta FSS (toll)	207-622-6491
Houlton FSS (toll)	207-532-2475
Montpelier FSS	1-800-227-1840

HYANNIS AIRPORT

Arrival Points	Arrival Direction	Holding Direction
Sandy Neck	North	North
Dennis Drive-In	Northeast	Northeast
Sagamore Bridge	Northwest	Northwest
Coutit	West	Southwest
Dennisport	East	Southeast

ATIS: 123.8 Tower: 119.5

MARTHA'S VINEYARD

Arrival Points	Arrival Direction	Holding Direction
Woods Hole	North	Northwest
Oak Bluffs	Northeast	East
Bourne Bridge	West	West
Cuttyhunk Island	West	Southwest
Katama Airpark	Southeast	South

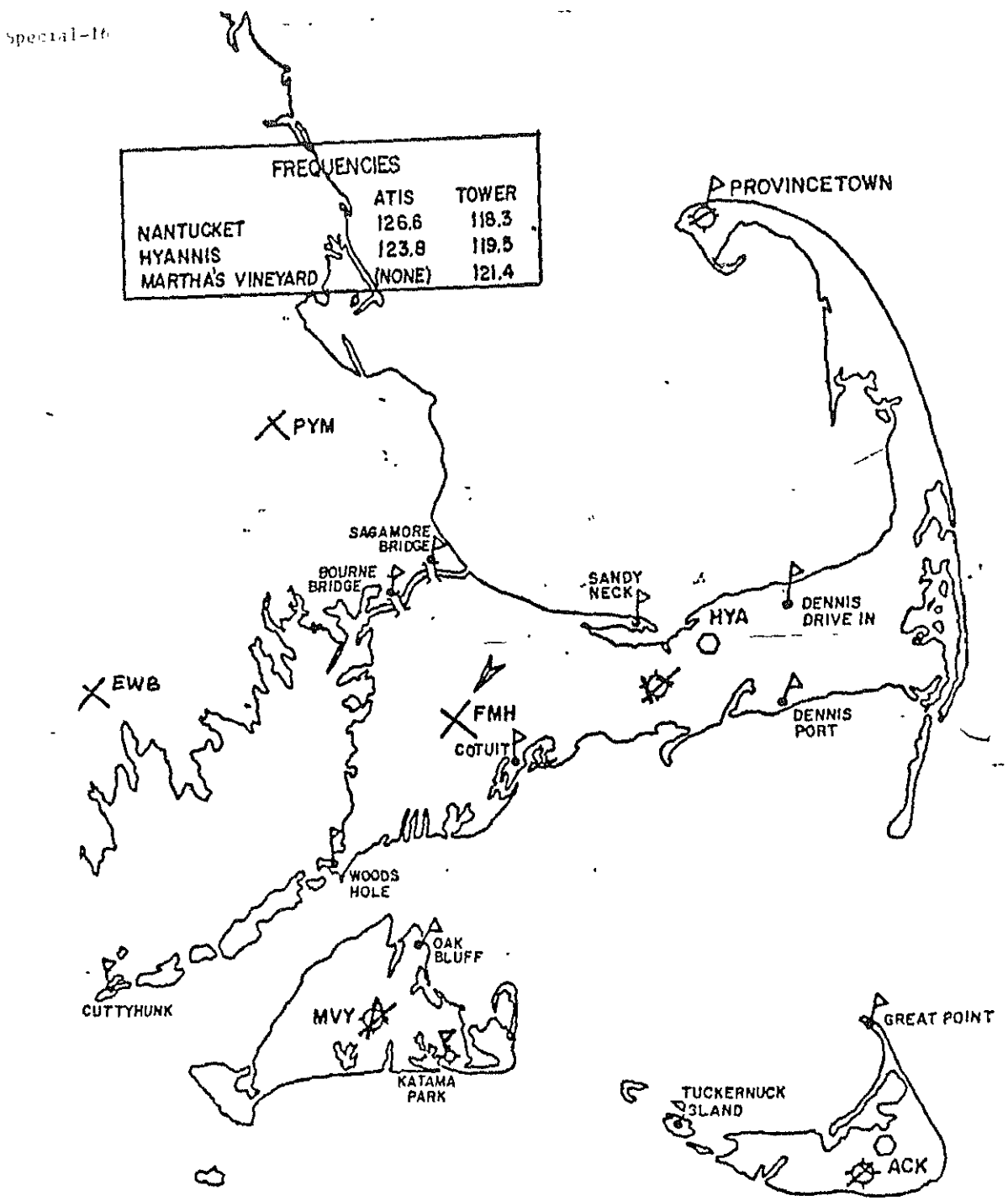
ATIS: None Tower: 121.4

NANTUCKET AIRPORT

Arrival Points	Arrival Direction	Holding Direction
Great Point	North	East
Tuckernuck Island	West	Southwest

ATIS: 126.6 Tower: 118.3

Special-16



LEGEND

VFR HOLDING / REPORTING POINTS

NOTE! CHART NOT TO SCALE AND IS NOT TO BE USED FOR NAVIGATION

IFR TRAFFIC:

In an effort to minimize and equalize Instrument Flight Rule (IFR) arrival delays at the Cape and Islands Airports during the 1984 summer tr season, Otis Terminal Radar Approach Control (TRACON Management Program beginning May 10, 1984. While it greatest need for these procedures will exist during Rule (VFR) or IFR weather conditions, excessive IFR t could warrant their implementation. The Program will anticipated demand exceeds the airport or the air traft capacity.

The Program, when activated, implements flow management p Air Traffic Control (ATC) detains aircraft on the ground can absorb the flight(s) with minimal arrival delay. Cape and Islands Airports will be administered by the serve a threefold purpose:

1. Equitable delay assignments.
2. User fuel conservation.
3. Prevention of air traffic saturation.

Briefly, when a delay situation exists, Otis w delays to IFR traffic departing airports desti Airports. The ground delays will be predicate estimated time of arrival (ETA) at the effected will be assigned equitably by hourly segments or will be advised of these delays by the issuance to release times is critical to the success of th s am.

For this program to achieve an efficient level of p user benefits, pilots should abide by the follow g

1. Refrain from attempting to file fli refiling in the air to Nantucket, H yard. The efficient handling of a an air file is initiated. The succ filed flight plan will not eliminat factors during delay situations. E delay necessitates application of d aircraft and aircraft on the ground entirely possible that in a delay si aircraft could have a delay factor t a aircraft's fuel endurance and necess t

The system recognizes there is always the potential for air filing and is structured to accommodate such activity. The pilot however must be aware that air filing will detract from this program's overall efficiency by reducing Air Traffic systems handling capacity due to:

A. Significant increases in workload.
B. Frequency congestion created during impacted traffic periods.

2. Include the estimated time enroute (ETE) in all flight plans. Program management and performance monitoring will be dependent upon complete and accurate flight plan information. The ETE is most critical.

3. Pilots/companies should file extra sections only when needed and then - at least one (1) hour in advance of departure whenever possible. This lead-time will permit effective system adjustments. Less than 1 hour could compromise delay factors and traffic management many hours later.

IFR DEPARTURES:

When flow management procedures are in effect, traffic destined to the Cape and Islands can expect to be issued a release time by ATC. For airports other than New Bedford, Hyannis, Martha's Vineyard and Nantucket, departure must be accomplished no earlier than 5 minutes prior to and no later than 15 minutes after release time to insure effective application of the program. The excepted airports above, due to their short flight times, departure must be accomplished no earlier than 5 minutes before and no later than 5 minutes after. Nonadherence to these departure "windows" is a critical consideration and could result in an additional delay when system adjustments are made.

Delay information/release times may be obtained prior to engine start through the Flight Service Station (FSS) or Tower. Pilots are urged to solicit this information and thus more effectively plan passenger boarding.

Pilots are encouraged to file flight plans to the impacted airports as early as possible — 2 to 3 hours prior to departure if feasible--to aid in minimizing the frequency of program adjustments. This will result in less impact on the user since, of necessity, the ground delay factors are projected at least 2 to 3 hours into the future.

SPECIAL MILITARY ACTIVITY

The graphic identifies IFR Military Training Routes and Military Operations Area within which the Department of Defense (DOD) conducts periodic operations involving unmanned aerospace vehicles. These vehicles are escorted by military fighter type aircraft which, as necessary, exercise override flight control of these unmanned vehicles. Status of these routes and areas may be obtained by contacting the FAA/DOD facility on designated frequencies along the routes and as depicted on this graphic. The lateral limits of these specified routes will be shown by the Special Use Airspace Symbol, and altitudes for specified route segments will be shown on the 35th Edition of the Los Angeles Sectional effective 8/30/84 and the 32nd Edition of the Las Vegas Sectional effective 9/27/84.

Refer to DOD Flight Information Publication, Area Planning AP/1B for more details. These routes are also shown on the following charts.

1. IFR Wall Planning Chart - West
2. Enroute Low Altitude Charts, L-3, 5
3. Las Vegas and Los Angeles Sectional Aeronautical Charts

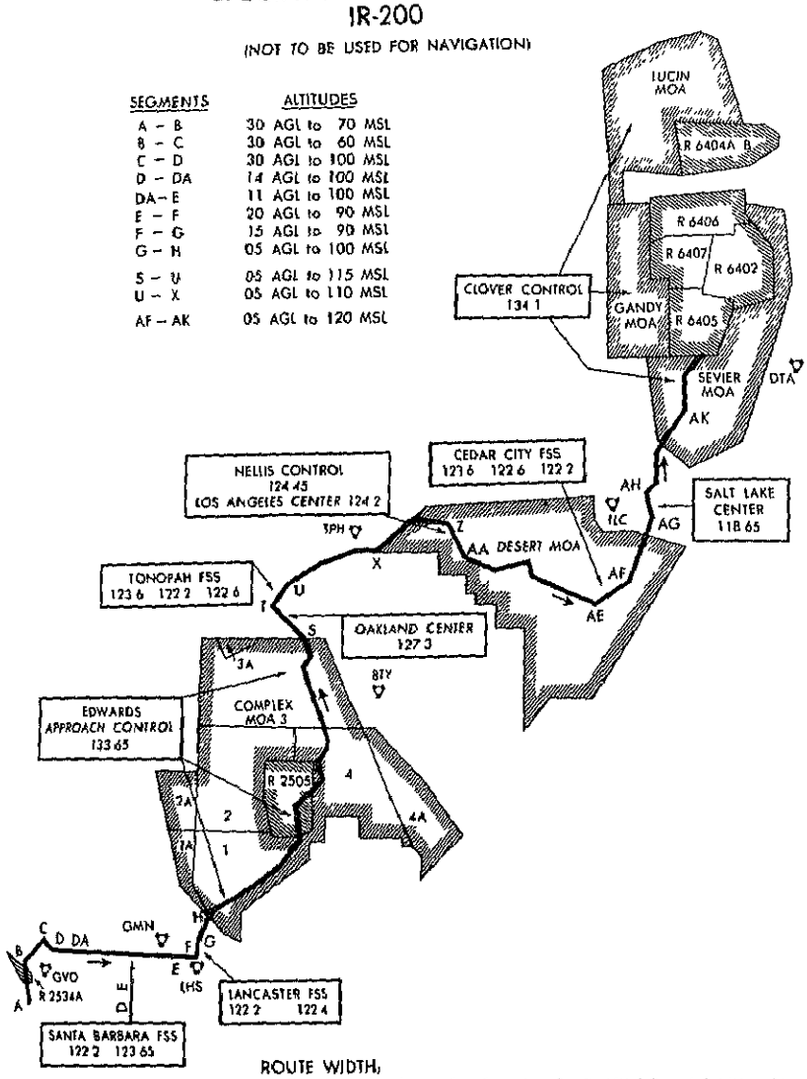
Hours of Operation: Sunrise - Sunset by NOTAM
Altitude Range: 500 AGL to 12,000 MSL (see graphic for altitudes for specified segments of the routes, altitudes in MOA's not depicted.
Tie-FSS Lancaster (WJF), California

PILOTS ARE URGED TO REVIEW ALL APPLICABLE NOTAMS PRIOR TO CONDUCTING FLIGHT

SPECIAL MILITARY ACTIVITY
IR-200

(NOT TO BE USED FOR NAVIGATION)

SEGMENTS	ALTITUDES
A – B	30 AGL to 70 MSL
B – C	30 AGL to 60 MSL
C – D	30 AGL to 100 MSL
D – DA	14 AGL to 100 MSL
DA – E	11 AGL to 100 MSL
E – F	20 AGL to 90 MSL
F – G	15 AGL to 90 MSL
G – H	05 AGL to 100 MSL
S – U	05 AGL to 115 MSL
U – X	05 AGL to 110 MSL
AF – AK	05 AGL to 120 MSL

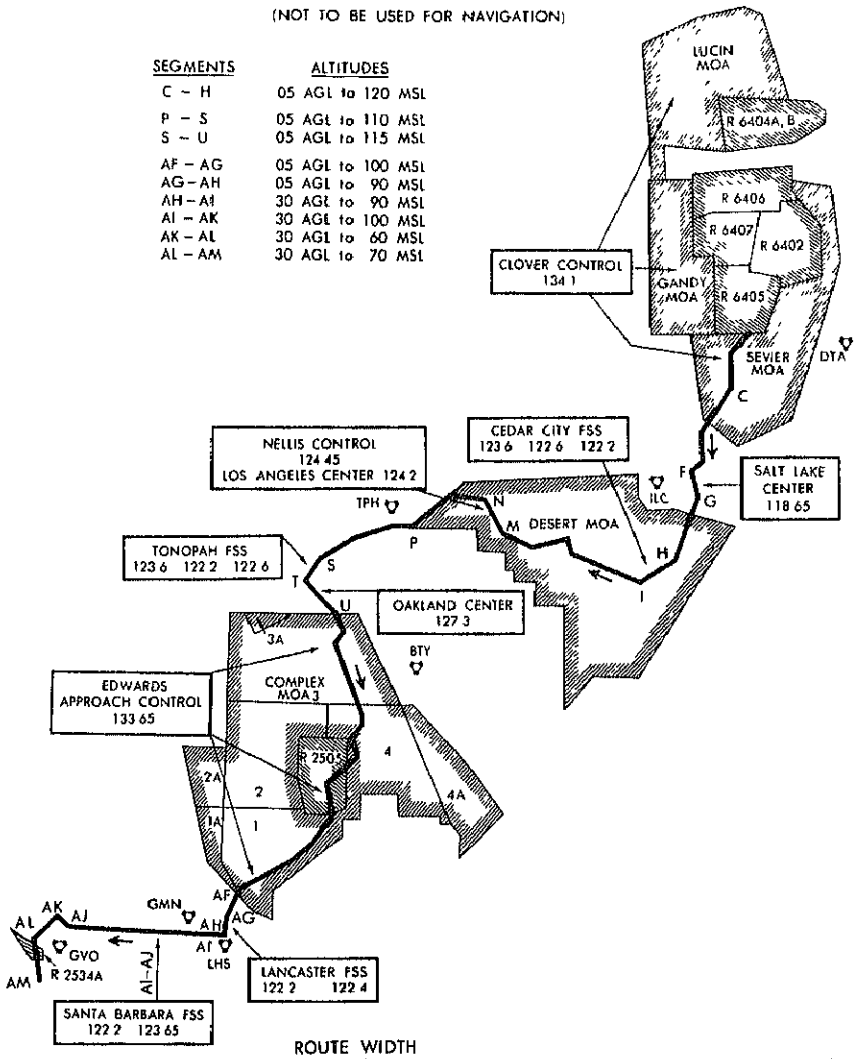


ROUTE WIDTH:
4 NM either side of centerline from A to R 7 NM left and 4 NM right of centerline from R to S 7 NM either side of centerline from S to T 4 NM either side of centerline from T to AF 7 NM left and 4 NM right of centerline AF to AG. 7 NM left and 10 NM right of centerline AG to A1 4 NM either side of centerline from A1 to AM

SPECIAL MILITARY ACTIVITY
IR-425

(NOT TO BE USED FOR NAVIGATION)

SEGMENTS	ALTITUDES
C – H	05 AGL to 120 MSL
P – S	05 AGL to 110 MSL
S – U	05 AGL to 115 MSL
AF – AG	05 AGL to 100 MSL
AG – AH	05 AGL to 90 MSL
AH – AI	30 AGL to 90 MSL
AI – AK	30 AGL to 100 MSL
AK – AL	30 AGL to 60 MSL
AL – AM	30 AGL to 70 MSL



ROUTE WIDTH

4 NM either side of centerline from A to E; 10 NM left and 7 NM right of centerline from E to G, 4 NM left and 7 NM right of centerline from G to H, 4 NM either side of centerline from H to T, 7 NM either side of centerline from T to U, 4 NM left and 7 NM right of centerline from U to V, 4 NM either side of centerline from V to AM

EXPERIMENTAL AIRCRAFT ASSOCIATION CONVENTION

OSHKOSH, WISCONSIN

JULY 28 - AUGUST 4, 1984

In anticipation of the large number of aircraft traveling to and from the Oshkosh, Wisconsin, area during the 1984 EAA Convention, the following procedures are provided to enhance safety and minimize air traffic delays. These procedures are in effect from July 26 through August 4, 1984.

IFR arrival and departure flights for the Oshkosh area will be flow controlled through the use of a traffic management program. Consult the paragraph titled "IFR TRAFFIC MANAGEMENT" for specific information.

Aircraft not landing in the Oshkosh area are requested to avoid overflight below 10,000 feet within a 35 nautical-mile radius of Wittman Field. IFR overflights can expect routing to avoid the Oshkosh, Wisconsin, area.

ALL INBOUND AIRCRAFT SHOULD MONITOR OSHKOSH ARRIVAL ATIS ON 125.8 MHz WHEN APPROACHING 35 MILES FROM OSHKOSH.

*** WITTMAN FIELD CLOSINGS ***

Wittman Field will be closed to all traffic on the following dates and times:

Saturday, July 28 ----- 4:00 p.m. to 6:30 p.m.
Sunday, July 29 ----- 3:00 p.m. to 5:30 p.m.
Monday, July 30
& Tuesday, July 31 --- 4:00 p.m. to 6:30 p.m.
Wednesday, August 1 ---- 3:00 p.m. to 6:30 p.m.
Thursday, August 2
& Friday, August 3 --- 4:00 p.m. to 6:30 p.m.
Saturday, August 4 ----- 2:00 p.m. to 5:00 p.m.

*** OSHKOSH TOWER ***

The Oshkosh Tower will operate 24 hours a day beginning on July 26 at 0600 CDT and continuing through August 4 at 2300 CDT.

OSHKOSH FREQUENCIES:

Oshkosh VORTAC	111.8 MHz	
Oshkosh Arrival ATIS	125.8 MHz	
Oshkosh Departure ATIS	120.3 MHz	
Oshkosh Tower Local	118.5 MHz	257.6 MHz
Oshkosh Ground Control	121.9 MHz	
Oshkosh Approach Control	120.7 MHz	
Oshkosh Clearance Delivery	119.05 MHz	

*** THE OSHKOSH AREA ***

For the purposes of these special procedures and IFR traffic management, the Oshkosh area is the area within a 35 nautical mile radius of the Oshkosh VORTAC and includes the following airports:

Wittman Field (OSH)
Courtney Plummer (4D4)
Fond du Lac County (FLD)
New Holstein (8D1)
Outagamie County (ATW)
Sheboygan (SBM)
Waupin (W107)

*** VFR ARRIVALS TO WITTMAN FIELD ***

ALL AIRCRAFT MUST USE THE EAA CONVENTION VFR ARRIVAL PROCEDURES (see graphic) and remain clear of all depicted high-density traffic areas. As you approach the village of Ripon, Wisconsin, (Oshkosh VORTAC 232R/18 miles), TURN YOUR TRANSPONDER OFF. Monitor Oshkosh Approach Control on 120.7 MHz and fly inbound over the railroad tracks toward Fisk. EXPECT HEAVY TRAFFIC ALONG THIS CORRIDOR. All aircraft should maintain 100 mph at 1800 feet MSL. Aircraft unable to slow to this speed should maintain 150 mph at 2300 feet MSL.

On 120.7 MHz, arrival controllers located at Fisk will contact you, using your aircraft COLOR and TYPE, to provide sequencing and the route to be flown. They will contact you as you approach Fisk and may ask you to "rock the wings" as an acknowledgement for instuctions.

DO NOT RESPOND OR CONTACT THE CONTROLLERS BY RADIO UNLESS SPECIFICALLY REQUESTED TO DO SO.

IMPORTANT: REMAIN IN TRAIL - NO SIDE-BY-SIDE SEPARATION.

*** VFR HOLDING ***

VFR HOLDING BEFORE RIPON: If holding of VFR arrival traffic prior to Ripon becomes necessary, instructions will be issued on the arrival ATIS frequency 125.8 MHz and Oshkosh Approach Control 120.7 MHz. The procedures to be used are as follows: 1) Start a left turn and note your position over the ground. Remain in VFR conditions over that geographical point. 2) Monitor the ATIS on 125.8 MHz until holding instructions are removed and replaced with current arrival information. This will normally not exceed 10 minutes. Adherence to this procedure will enhance your safety and prevent aircraft from "bunching" at Ripon during holding periods.

VFR HOLDING AFTER RIPON: (See graphic) If holding of VFR traffic becomes necessary between Ripon and Fisk, the RUSH LAKE SPECIAL HOLDING PATTERN will be used. A lead aircraft will be instructed to turn left and proceed westbound over the north shore of Rush Lake, then proceed counter-clockwise around the lake, then northeast bound on the northwest side of the railroad tracks. All other aircraft will be instructed to follow the leader in single file. Traffic in the RUSH LAKE SPECIAL HOLDING PATTERN and at Fisk will be monitored and observed by controllers located at Fisk. DO NOT PROCEED PAST FISK WITHOUT AN ATC CLEARANCE!

*** OSHKOSH AIRPORT ARRIVAL ***

AFTER YOU HAVE BEEN CLEARED PAST FISK, you will be advised to change to Oshkosh Tower on 118.5 MHz. Stay in line, follow the preceeding aircraft, and MONITOR the tower communications. Again, the tower controller will refer to your aircraft by color and type and may give you special instructions - STAY ALERT! Enter final approach at a safe altitude for your type aircraft. All landing traffic should be alert for a possible radio or light signal wave-off from either Oshkosh Tower or from the controllers located at the mobile unit near the approach end of the runway. After landing, EXIT THE RUNWAY INTO THE GRASS AS SOON AS POSSIBLE.

For aircraft landing on runway 9/27, exit the runway in the direction indicated by controllers and flagmen. For aircraft landing on runway 18/36, exit the runway into the grass on the west side of the runway.

EXPEDITIOUS CLEARING IS REQUESTED - THERE IS A CONTINUOUS FLOW OF AIRCRAFT BEHIND YOU!

*** NO RADIO AIRCRAFT - SPECIAL NOTICE ***

All pilots flying an aircraft without a radio must obtain an authorization in writing from Oshkosh Tower. Requests must be received by Oshkosh Tower no later than JULY 10, 1984. Send written requests to NORDO, FAA-ATCT, P.O. Box 2606, Oshkosh, WI 54903. Include the pilot's name, home address, aircraft type and registration number, and address to which authorization is to be mailed.

Aircraft not equipped with a functioning two-way radio are prohibited from landing on Runway 9/27 during the period 1400 to 1600 CDT daily.

All landing traffic should be alert for a possible light signal wave-off from either Oshkosh Tower or from the controllers located at the mobile unit near the approach end of the runway. After landing, EXIT THE RUNWAY INTO THE GRASS AS SOON AS POSSIBLE.

For aircraft landing on runway 9/27, exit the runway in the direction indicated by controllers and flagmen. For aircraft landing on runway 18/36, exit the runway into the grass on the west side of the runway.

EXPEDITIOUS CLEARING IS REQUESTED - THERE IS A CONTINUOUS FLOW OF AIRCRAFT BEHIND YOU!

*** IFR TRAFFIC MANAGEMENT ***

During the period July 26 through August 4, 1984, the FAA will utilize a traffic management program for all aircraft operating IFR to and from the Oshkosh area. This program will apply to operations between 0600 CDT and 2300 CDT (1100-0300 GMT) daily.

THE SYSTEM: In balancing the expected demand for IFR flight in the Oshkosh area, the Chicago Air Route Traffic Control Center will assign an expected departure clearance time (EDCT) for each flight. The EDCT will take into account such factors as weather, airport availability, and ATC capacity. Pilots expecting to arrive or depart the Oshkosh area IFR must get an EDCT for their flight(s). Pilots will be expected to be ready for departure at their ATC assigned EDCT. Flights failing to do so may experience significant delays.

HOW TO GET AN EDCT: Beginning July 16, 1984 at 0800 CDT, and thereafter between 0800 and 2000 CDT daily; pilots may telephone the Chicago Center traffic management controller on 312-892-5161 to receive an EDCT. For flights going to the Oshkosh area, be ready to provide the traffic management controller with your destination airport, estimated time enroute, and the time (ZULU) you wish to arrive. For flights departing the Oshkosh area, only a proposed departure time is necessary. You will then be assigned an EDCT and a traffic management number.

IFR ARRIVAL AT OSHKOSH: EDCT's are required for all IFR flights estimating to arrive in the Oshkosh area between the hours of 0600 and 2200 CDT during the convention. Flight plans must be filed with your local FSS at least 4 HOURS PRIOR to your ATC assigned EDCT ON THE DAY OF DEPARTURE. Pilots must include their traffic management number in the remarks section of the flight plan.

During periods of moderate or heavy IFR traffic, the final approach course for Runway 27 may extend to the Lake Michigan shoreline and beyond. Pilots who plan to avoid this radar vectoring by cancelling IFR and executing the VFR arrival procedure should do so prior to reaching 25 NM from Wittman Field. Due to the extreme congestion on the tower frequency, pilots remaining IFR until landing must verify their flight plan cancellation after landing with Oshkosh Ground Control on 121.9 MHz.

IFR DEPARTURE FROM OSHKOSH: EDCT's are required for all flights proposing IFR from the Oshkosh area between the hours of 0600 and 2200 CDT during the convention. Flight plans must be filed at least 4 HOURS PRIOR to your ATC assigned EDCT ON THE DAY OF DEPARTURE. Pilots must include their traffic management number in the remarks section of the flight plan. REQUESTS FOR IFR CLEARANCE should not be made more than 20 minutes prior to the EDCT.

PRIOR TO ENGINE START, monitor the departure ATIS (120.3 MHz), then contact clearance delivery (119.05 MHz) for your IFR clearance. Initially, only a routing and altitude will be issued. DO NOT START YOUR ENGINE(S) UNTIL YOU HAVE RECEIVED YOUR IFR CLEARANCE.

After you have received your clearance, start your engine(s) and then inform ground control (121.9 MHz) that you are taxiing to the IFR departure runway. Monitor ground control and follow the direction of signs, EAA flag persons, and RED IFR TAXI CHART. Place the red IFR taxi chart in the lower left corner of your windshield to assist ground personnel in segregating VFR and IFR flights. Takeoff clearance will be issued by FAA controllers located near the runway using paddles or lighted wands. Advise ground control (121.9 MHz) as soon as you are airborne.

Sp

*** FSS INFORMATION ***

FAA FLIGHT SERVICE STATION GREENBAY/OSHKOSH: Complete Flight Service Station Services will be provided through the Green Bay FSS on a 24-hour basis. For pilot briefing and flight plan filing:

CALL 233 - 7920

For your convenience, a limited Flight Service facility will be located on the field at Oshkosh to provide weather briefings and flight plan assistance. The hours of operation are 6:00 a.m. to 8:00 p.m. CDT daily.

VFR FLIGHT PLANS: To ensure that your flight is not unnecessarily considered overdue, pilots filing VFR flight plans destined for the Oshkosh area should add an additional one-half hour to their estimated time enroute (ETE) to allow for arrival delays. Pilots are requested to cancel their VFR flight plans with Green Bay FSS approaching the airport of intended landing. Contact Green Bay Radio on:

TRANSMIT: 122.1 MHz (and indicate on which VOR you are receiving)

RECEIVE: 111.8 MHz (OSH VOR) or 117.0 (GRB VOR)

*** AEROBATIC DEMONSTRATIONS ***

Aerobatic flight demonstrations will be conducted daily from July 28 through August 4, 1984 within the Air Show Operations Area. The Air Show Operations Area is from the surface to 8,500 feet MSL within a 5-statute mile radius of Wittman Field and will be in effect during the following periods:

Saturday, July 28	4:00 p.m. to 6:30 p.m.
Sunday, July 29	3:00 p.m. to 5:30 p.m.
Monday, July 30	4:00 p.m. to 6:30 p.m.
Tuesday, July 31	4:00 p.m. to 6:30 p.m.
Wednesday, August 1	3:00 p.m. to 6:30 p.m.
Thursday, August 2	4:00 p.m. to 6:30 p.m.
Friday, August 3	4:00 p.m. to 6:30 p.m.
Saturday, August 4	2:00 p.m. to 5:00 p.m.

All traffic, except scheduled flights, shall remain clear of the Air Show Operations Area during the flight demonstration period. Aircraft not able to land prior to the above indicated air show times will have to land at outlying airports or remain airborne for an extended period, preferably in the Fisk/Rush Lake Special Holding Pattern.

Monitor your fuel status closely. VFR FLIGHTS WILL NOT BE ALLOWED TO LAND AT OSHKOSH UNTIL 30-45 MINUTES AFTER THE AIR SHOW.

Pilots who change their destination or elect to remain airborne are reminded to update or cancel their VFR flight plans.

VFR DEPARTURES PRIOR TO THE DAILY AIR SHOW

RUNWAY 27 - Maintain VFR at or below 500' AGL, 1300' MSL, until clear of the Wittman Field Airport Traffic Area. Depart on course if your course is a 180° heading clockwise through 040° heading. If other than above, depart on a heading of 180° clockwise through 040° until clear of the Airport Traffic Area. Be alert for and avoid the Runway 27 landing traffic pattern depicted on the graphic insert. Arriving aircraft will maintain 1,000' AGL until north of Runway 27. Departures will maintain 500' AGL until clear of all inbound traffic and patterns.

RUNWAY 09 - Depart the Oshkosh High Density Area in the northeast quadrant prior to proceeding on course.

RUNWAY 18/36 - Only allowed after briefing by EAA briefers.

VFR DEPARTURES AFTER THE DAILY AIR SHOW

RUNWAY 27 - Proceed straight out for 3 miles, then on course if your course is a clockwise heading of 180° through 040°. If other than the above, depart on the 180° heading through 040° heading until clear of the Wittman Field Airport Traffic Area.

RUNWAY 09 - Depart the Oshkosh High-Density Area in the northeast quadrant prior to proceeding on course.

RUNWAY 18L - (South and East bound)
and 18R - (South and West bound)
- Maintain runway heading until 3 miles south. Be especially alert for departures off the parallel runway. Gyrocraft and ultralite will be operating west of the runway at the southwest corner of the airport.

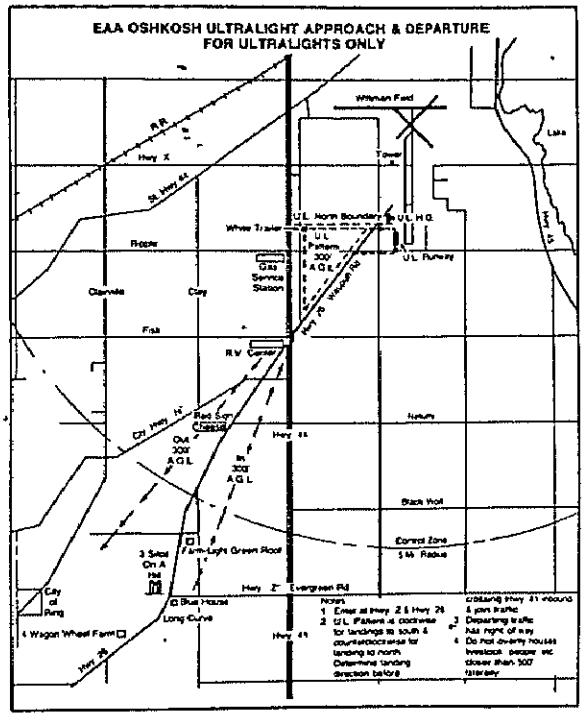
RUNWAY 36 - Depart on course at pilot's discretion if course is a clockwise heading of 270° through 130°. If other than the above, depart on these headings until clear of the Airport Traffic Area.

NOTE: VFR arrivals will not be allowed for 30-45 minutes after the close of the Air Show. Be alert for holding VFR aircraft clear of the Airport Traffic Area southwest of Wittman Airport.

*** ULTRALIGHT VEHICLES ***

ULTRALIGHT VEHICLE ARRIVALS: The EAA and the FAA have developed specific procedures to allow the arrival and departure of ultralight vehicles at Wittman Field during the 1984 EAA Convention. The graphic below indicates the entry and exit routes to be used by ultralights only.

THESE PROCEDURES ARE AUTHORIZED ONLY BETWEEN
THE HOURS OF SUNRISE AND 9 A.M. and BETWEEN THE HOURS OF 6:30 AND 8:15 P.M.



COMPLIANCE WITH THESE PROCEDURES SATISFIES
THE AUTHORIZATION REQUIREMENTS OF FAR 103.17

ANY DEVIATION FROM THESE PROCEDURES OR AUTHORIZED OPERATING TIMES WILL BE SUBJECT TO ENFORCEMENT ACTION BY THE FAA.

*** EAA ULTRALIGHT HEADQUARTERS MAY BE REACHED ***
BY CALLING 414-233-0820

SPECIAL NOTICE

AIRPORT MANAGER

Runways 4/22 and 13/31 will be closed to landings and takeoffs at least seven days prior to, and throughout the EAA Convention.

All light, single, and multi-engine aircraft will be required to exit runways, taxi, and park on grass areas of the airport. Hazard areas will be marked by cones and/or flags. Pilots are cautioned to be alert for, and remain clear of all marked areas. Pilots should exercise caution in operating aircraft on unimproved or grass areas due to rough ground and signs. Taxi operations on other than paved areas are a pilots own risk. ALL MISHAPS, INCIDENTS OR ACCIDENTS SHOULD BE REPORTED TO AIRPORT MANAGEMENT OR ANY EAA PERSONNEL IMMEDIATELY UPON ITS OCCURRENCE.

All aircraft pilots and operators are reminded that any incidents, accidents or injuries arising out of the operation of any aircraft on Wittman Field Airport are the responsibility of the aircraft pilot or operator.

Aircraft arriving during the hours of darkness must park at the north ramp (hard surface) until daylight the following day. Pilots are responsible for moving their aircraft to an appropriate grass area before noon of the day following their arrival. No overnight parking in the grass area adjacent to the airport terminal building will be permitted. All aircraft parked in these areas prior to show time each day must be removed before sundown that evening. In addition, no camping will be permitted in that area adjacent to the airport terminal. Limited overnight tie down space is available at the FBO for a nominal charge.

No aircraft movements will be permitted in the transient parking or camping areas during the hours of darkness unless official ground guides are directing the aircraft's movement.

Pilots of large or heavy aircraft requiring hard surfaced area parking are required to make prior arrangements with the Airport Manager, Wittman Field Airport, 525 20th Avenue, Oshkosh, Wisconsin 54901. Telephone: 414-424-0092.

STUDENT PILOT TRAINING

No student training flights will be authorized at Oshkosh Wittman Field during the convention period. This includes student solo cross country flights, touch and go landings, and practice instrument approaches.

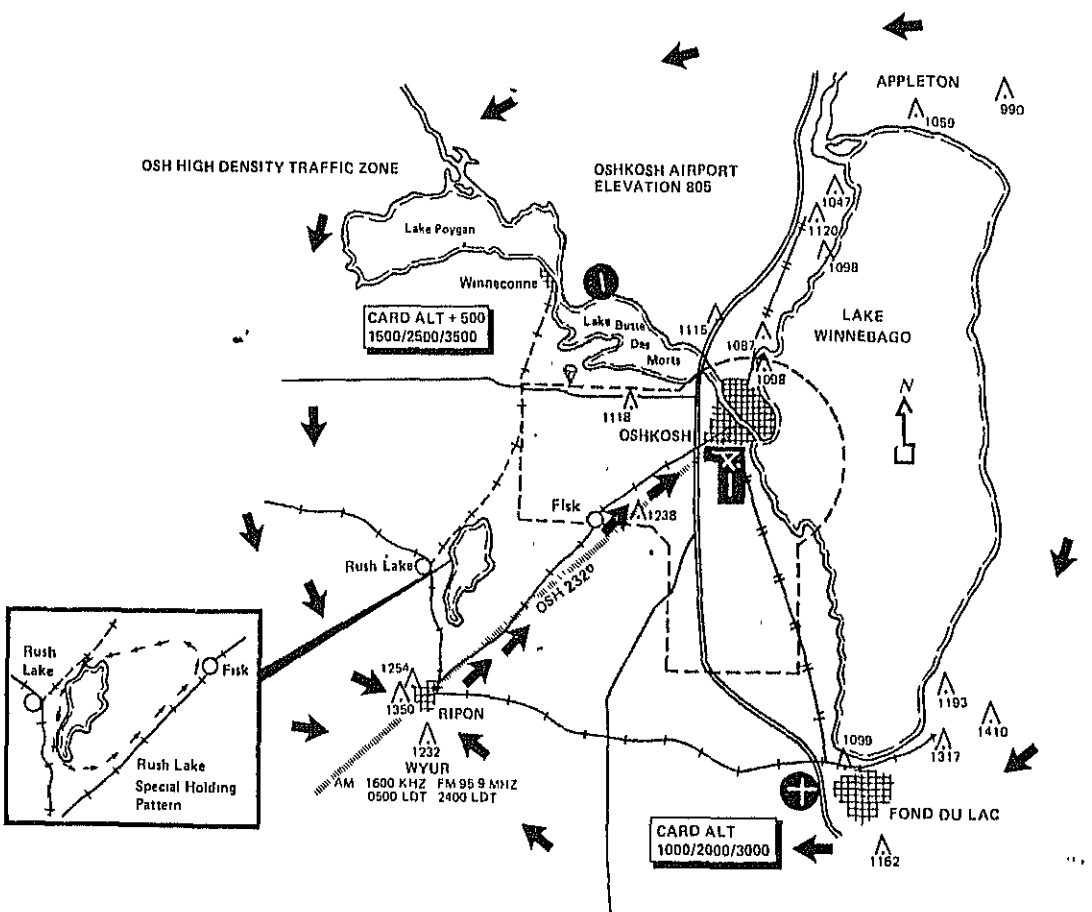
FUEL REQUIREMENTS

FBO advises only cash, Phillips, Exxon, Esso, VISA, Master Charge, Multi-Service will be accepted for fuel purchases. Jet A, 100LL and 80 octane fuel available.

OSHKOSH 1984 EAA CONVENTION

☆ ☆ ☆ VFR ARRIVAL PROCEDURES ☆ ☆ ☆

Effective July 27, 1984 (one day prior) – August 4, 1984.



ARRIVAL PROCEDURES

1. Monitor ATIS 125.8 MHZ
2. Enter transition over Ripon.
3. Proceed over the R.R. tracks toward Fisk
4. Traffic at 100 MPH should fly at 1000 AGL 1800 MSL. Traffic at 150 MPH should fly 1500 AGL 2300 MSL.
5. Call Oshkosh Approach on 120.7 MHZ turning inbound over Ripon
6. Listen for controller instructions as you approach Fisk "Traffic to follow, etc.". Controller will use color and type aircraft at Fisk.
7. Controller will advise when to call Oshkosh tower on 118.5 MHZ.

DO NOT GO BEYOND FISK UNTIL APPROVED BY CONTROLLERS ON 120.7 MHZ.

OSHKOSH FREQUENCIES

1. ARRIVAL ATIS 125.8
2. DEPARTURE ATIS 120.3
3. *APPROACH 120.7*
4. LOCAL TOWER 118.5
5. VORTAC 111.8
6. Clearance Delivery 119.05
7. Ground Control 121.9
8. Local Control 257.6

CANCEL FLIGHT PLANS WITH GRB FSS T-122.1 R. OSH VOR 111.8

1984 OLYMPICS SPECIAL NOTICE

Los Angeles, California and other West and East Coast Olympics locations.

This Special Notice has been prepared by the Federal Aviation Administration (FAA) to alert you of the requirements for operating in and around the Los Angeles Basin during the Olympic period, July 14 - August 26. The FAA has issued a Special Federal Aviation Regulation (SFAR) and published a Pilot Information Handout to support the 1984 Olympics. Copies of the SFAR and the Pilot Information Handout may be obtained from the FAA - Western-Pacific Regional Headquarters, P.O. Box 92007, Worldway Postal Center, Los Angeles, California, Attn: AWP-530, Phone (213) 536 - 6182.

Special editions of the Los Angeles VFR Terminal Area Chart and Los Angeles and Vicinity VFR Helicopter Chart will be published and effective May 10 with pertinent Olympic information.

FAA air traffic control facility personnel and accident prevention specialists are available for pilot groups who desire briefings on the Olympic procedures. Requests for briefings should be made to the Western-Pacific Regional Headquarters at (213) 536-6264.

General

Pilots planning to operate VFR during the Olympic period should be aware that several of the busiest general aviation airports in the country are located within the Los Angeles basin. Van Nuys, Long Beach, John Wayne, (Orange County), and Torrance Airports traditionally rank among the busiest in the nation. With the exception of Torrance Airport, the others all have a large number of turbojet operations. This coupled with the turbojet operations at Los Angeles International and Burbank-Glendale-Pasadena and Ontario airports combine to make Los Angeles one of the most congested air traffic areas in the nation.

This traffic complexity will be increased during the Olympic period with the addition of extensive rotorcraft operations in support of the Olympic Games. Military operations at Los Alamitos, El Toro, Van Nuys, March and Norton Air Force bases add an extra dimension to the potential for in-flight conflict.

During the summer months Los Angeles is characterized by high temperatures and mostly hazy sky conditions. Haze and other pollutents often combine to limit visibilities to 3 - 5 miles. Bright sunshine often intensifies the glare making it very difficult to see aircraft silhouetted against the city or mountain backgrounds. Pilots are cautioned to be aware of the collision potential when operating in this environment.

Summer may also bring periods of low stratus clouds along the shoreline and extending inland for several miles. This stratus condition can materialize very rapidly. Pilots not certified or equipped for IFR flight are cautioned to obtain an appropriate weather briefing and to be alert for unexpected changes.

Rotorcraft operations in and around the Los Angeles Olympic area are expected to increase dramatically during the Olympic period. Increases in commercial, law enforcement, security and supporting military and other approved Olympic related flights will add significantly to an already busy rotorcraft area.

These operations will generally be conducted at low altitude along various helicopter routes overlying the Los Angeles freeway system.

The Los Angeles Olympic Organizing Committee (LAOOC) in conjunction with the FAA has established a number of heliports at or adjacent to Olympic competition and village sites to provide access for internal Olympic and security related helicopter operations. All temporary heliports will be located within the Los Angeles Olympic area and will be subject to flight restrictions and prohibitions designated in NOTAM's issued pursuant to the Olympic SFAR. Flight restrictions will be depicted on the Olympic special edition of the Los Angeles VFR Helicopter Aeronautical Chart and the Olympic edition of the VFR Terminal Area Chart.

In addition to the temporary heliports, airspace restrictions will be applicable to the various competition and village sites. These airspace restrictions extend up to 2,500 MSL and are basically a 1 nautical mile radius around the site. Pilots requesting access to these areas should make application to the FAA in the manner prescribed in the Olympic SFAR.

There is a Terminal Control Area (TCA) associated with the Los Angeles International Airport. Pilots are advised to be familiar with the requirements for operation within the TCA.

Pilots wishing to traverse north to south may do so without ATC clearance or contact by utilizing the VFR corridor over the Los Angeles International Airport. The corridor is bounded on the west by the coastline and on the east by the San Diego Freeway. A northwest/southeast line extending through the Los Angeles Airport Traffic Control Tower defines the centerline. Vertical limits of the corridor are above 2,500 feet MSL and below 5,000 feet MSL. Pilots transiting northbound should remain east of the airport control tower, and southbound flights west of the control tower. No ATC traffic advisories are available in the corridor, however, pilots are encouraged to give position reports and monitor 122.9 while operating in the VFR corridor.

Pilots are urged to make use of all available FAA services to the extent possible. The four radar approach control facilities will endeavor to assist you consistent with traffic conditions and controller workload. It is anticipated traffic advisories may be severely limited or unavailable during the peak traffic hours.

Temporary Air Traffic Control Towers

The Federal Aviation Administration (FAA) will establish temporary Air Traffic Control Towers at the following locations:

1. Piper Tech Center, Freq. 134.25, opers. 8am to 8pm lcl.
2. UCLA, Freq. 133.975, opers. 8am to 8pm lcl.
3. USC, Freq. 134.7, opers 8am to 8 pm lcl.
4. Long Beach Convention Center, Freq. 133.5, opers. 8am to 8pm lcl.
5. Camarillo Airport, Freq. 133.4, opers. 8am to 8pm lcl.

The Olympic Special Federal Aviation Regulation

The following is a summation of the requirements of the Olympic SFAR. Individuals requiring the complete SFAR or additional copies of this publication should contact:

FAA Western-Pacific Region
P.O. Box 92007
Worldway Postal Center
Los Angeles, California 90009
ATTN: AWP-530 Phone: (213) 536-6182

General

The Federal Aviation Administration (FAA) has issued a Special Federal Aviation Regulation (SFAR) to support the 1984 Olympics which will be held primarily in the Los Angeles, Southern California area. The SFAR provides special airport, airspace and flight operation requirements and services during the Olympic period. In addition it provides aviation security in support of the Olympic games in conjunction with various Federal, State, and local law enforcement agencies. The SFAR is applicable from July 14, 1984 to August 26, 1984.

The SFAR provides for publishing special Olympic editions of the Los Angeles and Vicinity VFR Helicopter Aeronautical Chart and the Los Angeles Terminal Area Chart. It also defines the following terms:

1. Olympic Reservation Airport
 Categorized as "A" or "B" an Olympic Reservation may be required. The only category A airport is Los Angeles International (LAX). Category B airports are: Burbank-Glendale-Pasadena, Long Beach (Daugherty Field), Ontario International and Santa Ana, John Wayne Airport/Orange County.

2. Los Angeles Olympic Area
 Is the airspace within an 80 nautical mile radius of the Los Angeles International Airport and includes the airports designated above.

3. Southern California Olympic Security Area
 Is that area of southern California south of 35° latitude and from the coastline east to 116° longitude.

4. FAA Airport Reservation Service (FAA/ARS)
 Is established to provide an advance reservation service for U.S. scheduled and commercial operator flights into Los Angeles International Airport. This service will be in operation for additional capacity at LAX for the July 14 through August 26, 1984 Olympic period. It will be administered by the FAA's Associate Administrator for Policy and International Aviation. Details of the FAA/ARS operation are found in Appendix I of the SFAR.

5. FAA Olympic Reservation Service (FAA/ORS)
Is established to provide an airport reservation service for certain U.S. unscheduled flights into the Los Angeles Olympic area. This facility will be in operation for 24 hours a day commencing July 1, 1984. Toll-free (800) telephone numbers are available for accepting reservation requests at the designated reservation airports. Details of FAA/ORS operation are found in Appendix II of the SFAR.

6. FAA Olympic Security Service (FAA/OSS)
Is established to provide air commerce security services. The FAA/OSS will provide and assess information relative to security requirements and procedures and criminal acts directed toward the air transportation system. Use the following toll-free (800) telephone numbers to contact the FAA/OSS: (800) 732-6666 for calls originating in California (800) 524-6666 for other states.

The major provisions of the SFAR provide for:

1. An advance airport reservation system applicable to U.S. scheduled air carrier and commercial arrival operations at Los Angeles International (LAX). The system includes IFR and fixed-wing VFR operations.

2. An airport reservation system applicable to U.S. unscheduled operations at Burbank-Glendale-Pasadena (BUR), Long Beach (Daugherty Field) (LGB), Ontario International (ONT), Santa Ana, John Wayne Airport/Orange County (SNA), and Los Angeles International (LAX) airports. The reservation system applies to all arrival operations with the following exceptions:

 a. All VFR Helicopter operations.

 b. All VFR Fixed-wing operations.

3. A flight plan filing requirement applicable to each person who conducts a foreign unscheduled arrival flight to an Olympic Reservation Airport.

4. A 30 day advance notice requirement applicable to each foreign unscheduled arrival operation landing at an Olympic Reservation Airport.

5. Security requirements applicable to operators of airports, air carriers, commercial operators and pilots conducting operations at selected airports within the southern California Olympic Security Area.

6. The establishment of airspace restricted areas over various Olympic village and competition sites.

7. A flight plan filing requirement applicable to each person who conducts an unscheduled VFR fixed-wing flight to LAX.

Discussion - Reservations - Unscheduled Operations

The SFAR categorizes the reservation airports in the Los Angeles area, and identifies the reservation requirements for each category. It also provides that other airports not so designated may be added, deleted, or the category classification changed to meet existing traffic demand. The changes, if required will be promulgated by FDC NOTAMS. Pilots planning flight to the Los Angeles area during the Olympic period should familiarize themselves with FDC and Class II NOTAM's applicable to the area.

Airport Classification

A. Category A

1. Airport:

Los Angeles International (LAX)

2. Operations Requiring Reservations:

IFR - All unscheduled arrivals.
VFR - All unscheduled fixed-wing arrivals.

B. Category B

1. Airports:

Burbank-Glendale-Pasadena (BUR)
Long Beach (Daugherty field) (LGB)
Ontario International (ONT)
Santa Ana, John Wayne/Orange County (SNA)

2. Operations Requiring Reservations:

IFR - All unscheduled arrivals.

C. Other southern California area airports that may come under a reservation requirement:

Brackett Field	McClellan-Palomar
Cable-Upland	Oxnard
Camarillo	Palm Springs Municipal
Chino	Rialto Municipal
Corona Municipal	Riverside Municipal
El Monte	Riverside Rubidoux
Fullerton Municipal	San Diego International
General Wm. J. Fox Airfield	Santa Barbara International
Gillespie Field	Santa Monica Municipal
Hawthorne Municipal	Torrance Municipal
Las Vegas McCarran	Van Nuys
Montgomery Field	Whiteman Air Park

Certain other flights are excluded from the reservation requirements:

1. Essential military
2. Medical Emergency - (fire/rescue)
3. Law enforcement/security
4. Flights essential to the public health and welfare
5. Presidential/Vice Presidential and support flights
6. All VFR helicopter operations

Airport Reservation Procedures

1. Period for which reservations are required: July 14, 1984 through August 26, 1984.
2. Effective times: From 0600 Pacific Daylight Time (PDT) through 2359 PDT daily.
3. Reservation requests will be accepted and approved by the FAA/ORS on a first-come, first-served basis beginning 12:01 a.m. PDT July 1, 1984.
4. Reservations may be made no more than 14 days and not less than 2 hours prior to the first proposed arrival time at the designated Olympic airport.
5. Multiple reservation requests will be accepted provided the total request does not include more than 3 Reservation Airports.
6. To obtain a reservation at an Olympic Reservation Airport, call the FAA/ORS using the following special toll-free number:

800-451-6666

7. Pilots are requested to cancel reservations with the FAA/ORS at the earliest possible time when a decision to cancel the proposed flight is made.

Advance Notice Requirement

The 30 day advance notice applies to all foreign unscheduled arrivals into the United States landing at an Olympic Reservation Airport. For purposes of the SFAR the foreign unscheduled arrival is any flight which departs from an airport outside the contiguous U.S. and is not published in the June 1, 1984 Official Airline Guide (OAG). The notice requirement is for air traffic control planning purposes only. It does not constitute an air traffic clearance and does not guarantee airport access. Nor does it waive any existing U.S. entry requirements.

The period for which notice is required and the applicable airports are the same as outlined in the airport reservation procedures. Notice may be given to the FAA by any of the following means:

Mail: Department of Transportation
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. U.S.A., 20591
Attention: Harvey B. Safeer, APO-1

ARINC: DCAYAXD
Attention: Harvey B. Safeer, APO-1

TELEX: 892562
Attention: Harvey B. Safeer, APO-1

Airspace Restricted Areas

The airspace restricted areas described elsewhere in this publication are established over Olympic village and competition sites. Aircraft operations within, into or out of airspace restricted areas are prohibited except for the following:

1. Olympic security flights;
2. Emergency relief flights involving the public health and welfare;
3. Law enforcement;
4. Flights operated in accordance with FAA approved ingress/egress routes to/from heliports located within an airspace restricted area and in compliance with established security requirements, and;
5. Flights operating under a FAA approved authorization issued under the authority of the SFAR.

Each person who desires to conduct operations within, into, or out of an airspace restricted area established by the Olympic SFAR must request authorization from the FAA. The FAA will review and approve/disapprove requests consistent with the needs of security. The disposition of all requests will be coordinated with the appropriate security agencies, however, the FAA maintains responsibility and authority for use of the designated airspace restricted area and will ensure that any authorization to operate within, into, or out of these areas is issued on a non-discriminatory basis.

To request airspace restricted area access, submit FAA Form 7711-2 to:

Olympic Air Support Headquarters
555 E. Ramirez Street
Los Angeles, California 90012
Attn: Capt. Bob Woods - Phone (213) 230-9873

Each person submitting such a request for consideration will be notified of the disposition of the request.

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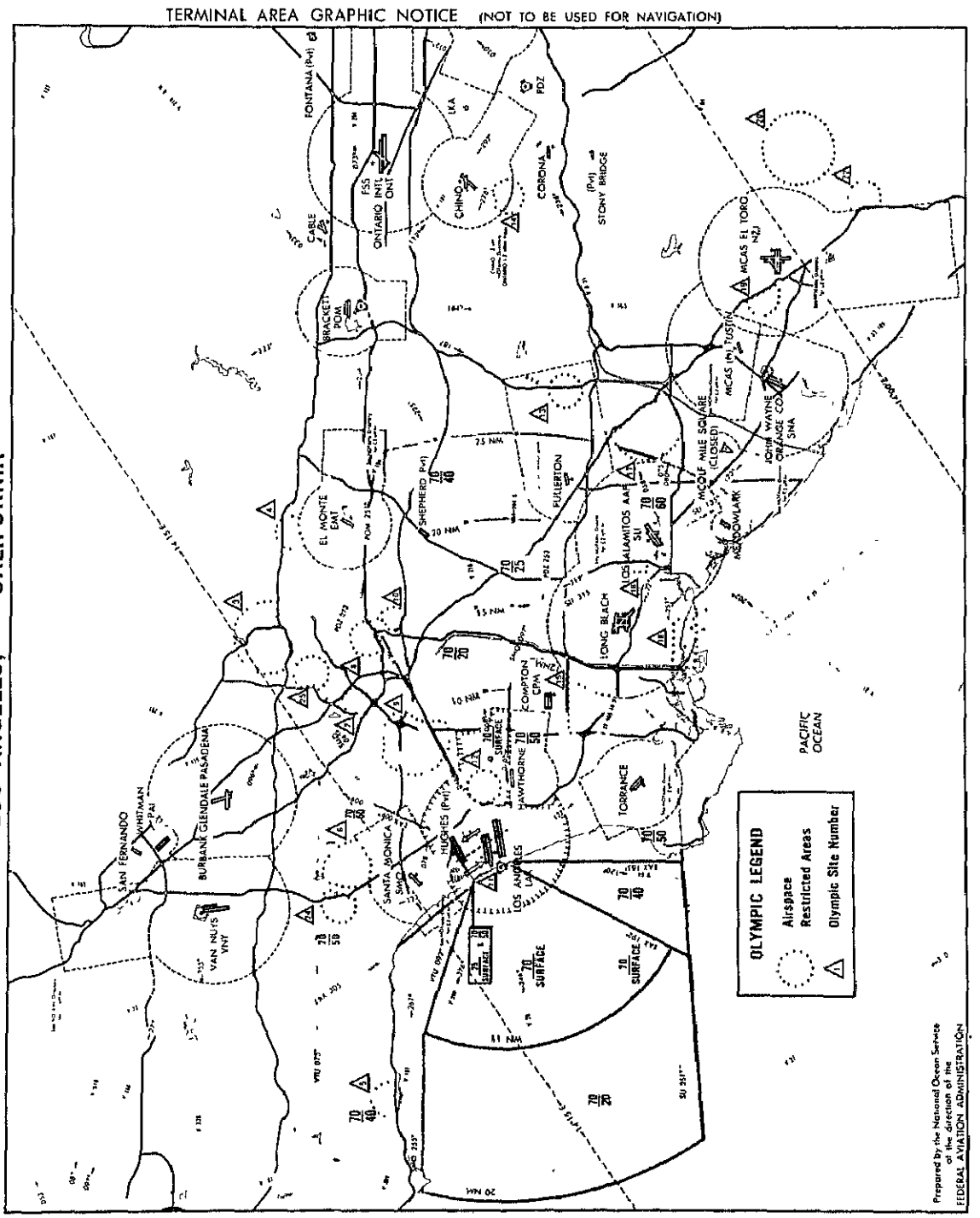
OLYMPIC SITES WEST COAST

Site Number	Location		Activity	Dates
1	University California Santa Barbara	34°24'30N 119°50'58W	Village	7/14 - 8/15
2	Lake Casitas	34°24'10N 119°20'00W	Rowing Canoeing	7/30 - 8/5 8/6 - 8/11
3	Rosebowl	34°09'41N 118°10'00W	Soccer	7/29 - 8/11
4	Santa Anita	34°08'27N 118°02'38W	Equestrian	7/29 - 8/12
5	Pepperdine University	34°02'30N 118°42'30W	Water Polo	8/1 - 8/10
6	University California Los Angeles	34°04'13N 118°26'45W	Village Gymnastics Tennis	7/14 - 8/15 7/29 - 8/11 8/6 - 8/11
7	Dodger Stadium	34°04'26N 118°14'21W	Baseball	7/31 - 8/7
8	Cal State University	34°04'00N 118°10'02W	Judo	8/4 - 8/11
9	University Southern California/Coliseum/ Convention Center	34°01'58N 118°17'27W	Village Swimming Boxing Diving Track & Field	7/14 - 8/15 7/29 - 8/4 8/6 - 8/9 7/29 - 8/11 8/5 - 8/12 8/3 - 8/12
10	East Los Angeles College	34°02'28N 118°08'54W	Field Hockey	7/29 - 8/11
11	Loyola Mary Mount College	33°58'07N 118°24'53W	Weight Lifting	7/29 - 8/3
12	Forum	33°57'30N 118°20'28W	Basketball Handball	7/29 - 8/10 8/11
13	Cal State Fullerton (CSF)	33°52'45N 117°53'00W	Handball	7/31 - 8/10
14	Prado San Bernardino	33°56'20N 117°39'15W	Shooting	7/29 - 8/4

15	Cal State University Dominquez Hills	33°51'55N 118°15'15W	Cycling	7/29 - 8/5
16	El Dorado Park	33°48'30N 118°05'00W	Archery	8/8 - 8/11
17	Anahiem Convention Center	33°48'04N 117°55'11W	Wrestling	7/30 - 8/11
18	Long Beach Convention Center	33°45'53N 118°11'16W	Fencing Volleyball	8/1 - 8/11 7/29 - 8/11
19	Heritage Park	33°41'20N 117°46'25W	Swimming	7/31
20	Coto de Caza	33°39'25N 117°36'05W	Modern Pentathalon	7/29 - 8/1
21	Fairbanks Ranch C.C.	32°58'32N 117°12'42W	Equestrian	8/1 - 8/3
22	Mission Viejo	33°35'25N 117°39'25W	Women's Cycling	7/29
23	Stanford University	37°25'40N 122°10'10W	Village Soccer	7/14 - 8/15 7/29 - 8/8
24	Mount St. Mary's College	34°05'07N 118°28'53W	Village	7/14 - 8/15
25	Occidental College	34°07'30N 118°12'30W	Village	7/14 - 8/15

OLYMPIC SITES EAST COAST

1	Navy-Marine Corps Stadium Annapolis, Maryland	38°58'00N 076°29'20W	Village Soccer	7/29 - 8/3
2	Harvard Stadium Cambridge, Mass.	42°22'00N 071°07'39W	Soccer	7/29 - 8/3


TERMINAL AREA GRAPHIC NOTICE (NOT TO BE USED FOR NAVIGATION)
LOS ANGELES, CALIFORNIA
OLYMPIC LEGEND
Airspace
Restricted Areas
Olympic Site Number
PACIFIC OCEAN
Prepared by the National Ocean Service of the direction of the FEDERAL AVIATION ADMINISTRATION

Olympic Sites and Airspace Restricted Areas on West Coast

1. University California/Santa Barbara - 2 NM radius of 34°24'30N, 119°50'58W (within the Santa Barbara Airport Traffic Area). Surface to 2500' MSL. Effective 7/14 - 8/15/84.

2. Lake Casitas - 2 NM radius of 34°24'10N, 119°20'00W. Surface to 4000' MSL. Effective 7/14 - 8/15/84.

3. Rosebowl - 2 NM radius of 34°09'41N, 118°10'00W excluding the Ventura Freeway. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

4. Santa Anita Park - 1 NM radius of 34°08'27N, 118°02'38W excluding El Monte Control Zone. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

5. Pepperdine College - 1 NM radius 34°02'30N, 118°32'40W excluding coastline. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

6. UCLA - 2 NM radius 34°04'13N, 118°26'45W excluding the north portion of the Santa Monica Control Zone; truncated to the west by a line (fifty feet east) from reservoir (34°02'40N, 118°28'30W) northeast to the Brentwood Bel Air Holiday Inn; thence, northeast from the Brentwood Bel Air Holiday Inn to the northern most point of Stone Canyon Reservoir. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

7. Dodger Stadium - 1 NM radius 34°04'26N, 118°14'21W excluding the Golden State Freeway (#5), Glendale Freeway (#2), Pasadena Freeway (#11), and Hollywood Freeway (#101). Surface to 2500' MSL. Effective 7/14 - 8/15/84.

8. CSLA (Cal State University) - 1 NM radius of 34°04'00N, 118°10'02W bordering and including the intersection of the Long Beach and San Bernardino Freeways. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

9. USC/Coliseum/Convention Center - 2 NM radius of 34°01'58N, 118°17'27W bordering but excluding Wilshire Blvd.; to the NE bordering and including Olive St. and 7th St., Southbound Olive St. to the Santa Monica Freeway thence south to Lindsey Park. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

10. East Los Angeles College - 1 NM radius 34°02'28N, 118°08'54W truncated to the Northwest and South; bordering but excluding the Pomona Freeway, Long Beach Freeway and Monterey Pass Road. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

11. Loyola Mary Mount College - 1 NM radius of 33°58'07N, 118°24'53W truncated to the north, bordering but not including the Marina Freeway and Los Angeles International Airport and excluding Sepulveda Blvd. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

12. Forum - 1 NM radius of 33°57'30N, 118°20'28W. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

13. CSF (Cal State Fullerton) - 1 NM radius of 33°52'45N, 117°53'00W. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

14. Prado (San Bernardino) - 1 NM radius 33°56'20N, 117°39'15W, excluding Pine Ave. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

15. Cal State University Dominquez Hills - 2 NM radius of 33°51'55N, 118°15'15W excluding the Long Beach Control Zone; truncated to the north; bordering and including the eastbound lanes of the 91 Freeway. Truncated to the west and south to border but not including the Harbor and San Diego Freeways. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

16. El Dorado Park - 1 NM x 1NM rectangle from 33°48'30N, 118°05'00W. Truncated to the east to border but not including Freeway 605. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

17. Anahiem Convention Center - 2 NM radius of 33°48'04N, 117°55'11W, truncated to the North to border, but not including Freeway I-5; truncated to the southeast to the border, but not including the Garden Grove Freeway. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

18. Long Beach Convention Center - area is a rectangle whose borders are 1/2 NM North; 1 NM South and West; 2 NM east of 33°45'53N, 118°11'16W; bordering but excluding the Long Beach Freeway on the west; bordering and including Belmont Pier on the east which includes the Queen Mary on the south border. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

19. Heritage Park - 1 NM radius of 33°41'20N, 117°46'25W truncated to the north to border, but not including Freeway I-5. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

20. Coto De Caza - 2 NM radius of 33°39'25N, 117°36'05W. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

21. Fairbanks Ranch (San Diego) - 2 NM radius of 32°58'32N, 117°12'42W excludes I-5 Freeway. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

22. Mission Viejo - 1 NM radius 33°35'25N, 117°39'25W excludes Freeway I-5. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

23. Stanford University, Palo Alto - 2 NM radius of 37°25'40N, 122°10'10W. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

24. Mount St. Mary's College - 1 NM radius of 34°05'07N, 118°28'53W truncated to the east by a line (fifty feet west) from the Brentwood Bel Air Holiday Inn Northeast to the northern most point of Stone Canyon Reservoir. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

25. Occidental College - 1 NM radius of 34°07'30N, 118°12'30W excluding the Glendale Freeway. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

NOTE: For access to Airspace Restricted Areas contact:
Olympic Air Support Headquarters
555 E. Ramirez Street
Los Angeles, California 90012
Attn: Capt. Bob Woods - Phone (213) 230-9873

Olympic Sites and Airspace Restricted Areas on East Coast

1. Navy-Marine Corps Stadium, Annapolis, Maryland. 2 NM radius of 38°59'00N, 076°29'20W. Surface to 2000' MSL. Effective 7/14 - 8/7/84.

VFR (ALTERNATE) HELICOPTER ROUTES - DESCRIPTIONS
(as shown on the Special Edition VFR Helicopter Aeronautical Chart Los Angeles and Vicinity)

The Federal Aviation Administration and the concerned law enforcement agencies have made every effort to design airspace restricted areas that would serve the vital needs of security without undue hardship on existing air commerce. The Los Angeles and Vicinity VFR Helicopter Chart depicts all the airspace restricted areas at six sites, alternate navigation routes to circumnavigate the airspace restricted areas. These alternate routes are shown in green on the face of the Helicopter Chart with an accompanying textual description shown on the reverse.

Route 1 - Is an alternate route designed to bisect airspace restricted areas Number Six(6) and Twenty-four(24) which encompasses Olympic Villages. Helicopters proceeding southbound along the San Diego Freeway from the Sepulveda Pass should alter course to the left at Mulholland Reporting Point. Proceed southeast to the northern most point of Stone Canyon Reservoir (Stone Canyon Reservoir Reporting Point). Upon reaching Stone Canyon Reservoir Reporting Point trun right and proceed southwest direct to the Brentwood Bel Air Holiday Inn. Upon reaching Brentwood Bel Air Holiday Inn proceed southwest direct to Reservoir Reporting Point (34°02'40N, 118°28'30W). Resume normal course at this time.

Contact Santa Monica Tower when operating in the Santa Monica Airport Traffic Area. Avoid the UCLA and Mount St. Mary's College areas and maintain the point to point track when transiting this area. Be alert for extensive air operations near each campus and the main VA Hospital.

Route 2 - Is an alternate route designed to circumnavigate airspace restricted area number Nine (9) which encompasses the Coliseum and Sports Arena. Helicopters proceeding southbound along the Harbor Freeway from the 4 - level should alter course to the east when reaching the ARCO Towers. From the ARCO Towers proceed east to 7th and Olive, upon reaching 7th and Olive alter course to the right and proceed directly to the Transamerica Building, then southbound along Avalon directly to the Old Goodyear Plant located at Slauson and Avalon. Resume normal course at this time as per Los Angeles Helicopter Control. Helicopters proceeding northbound from the Old Goodyear Plant proceed north on Avalon directly to Transamerica Building, then to 7th and Olive, then to ARCO Towers, resume normal course.

Helicopters are to avoid the USC Coliseum and Los Angeles Convention Center areas.

Pilots be alert for extensive air operations in these areas as well as Civic Center and the Hooper Heliport.

Route 3 - Is an alternate route designed to circumnavigate airspace restricted area number 11. Helicopters proceeding eastbound over Marina Del Rey in conjunction with the Wilshire routing should continue eastbound along the Marina Freeway until reaching the Fox Hills Mall, located near the intersection of the San Diego and Marina Freeways. Expect further clearance from Los Angeles Helicopter Control via the Sepulveda Route. Do not overfly Loyola Mary Mount College, Hughes or Playa Del Rey. Proceeding from Los Angeles northbound along San Diego Freeway or Sepulveda do not turn westbound until reaching the Foxhills Mall. Then proceed westbound along the Marina Freeway avoiding Loyola Mary Mount College and Hughes.

Route 4 - Is an alternate route designed to circumnavigate airspace restricted area number 4 which encompasses Santa Anita Race Track. Helicopters proceding eastbound along the 210 Freeway should alter course to the north 1/2 mile upon reaching the Sears Building located north of the 210 Freeway at Rosemead Blvd. From Sears proceed eastbound until reaching the San Gabriel River north of the 210 Freeway and the Santa Fe flood control basin. Resume normal course at this time. Helicopters proceeding westbound along the 210 Freeway should alter course 1/2 mile north upon reaching the north end of the Santa Fe flood control basin at the 210 Freeway. Then proceed westbound direct to the Sears Bldg. Resume normal course at this time. Remain well north of the Santa Anita Race Track and 210 Freeway when transiting.

Route 5 - Is an alternate route designed to circumnavigate airspace restricted area number 8 which encompasses Cal State Los Angeles. Helicopters proceeding eastbound along the San Bernardino (I-10) Freeway should alter course 1/2 mile to the south beginning at LA County Hospital. Then proceed eastbound until crossing the intersection of the Long Beach and San Bernardino Freeways. Resume normal course at this time. Helicopters proceeding westbound along the San Bernardino Freeway should alter course 1/2 mile south before reaching intersection of the Long Beach and San Bernardino Freeways. Then proceed westbound until reaching south of the LA County Hospital. Resume normal course at this time. Avoid any overflights of the Cal State College areas.

Route 6 - Is an alternate route designed to circumnavigate airspace restricted area number 18 which encompasses the Long Beach Convention Center. Helicopters proceeding southbound along the shoreline should alter course north upon reaching the Long Beach Freeway to Anaheim Street. Upon reaching Anaheim Street turn right and proceed east on Anaheim until reaching Pacific Coast Highway. Upon reaching Pacific Coast Highway turn right and proceed southeast to Seal Beach. Upon reaching Seal Beach resume normal course. Helicopters proceeding northbound along shoreline (Seal Beach) proceed northwest on Pacific Coast Highway, then to Anaheim, then to Long Beach Freeway, then to shoreline, resume normal course.

Route 6 - (cont'd.)

Use caution near the Redondo South Departure Profile for helicopters at Long Beach. Belmont Pier represents the beginning of the Olympic airspace restricted area when proceeding north along the shoreline. Contact Long Beach Tower when entering Long Beach Air Traffic area for routing.

Flight Information Handout - 1984 Olympics. Flight information handouts will be made available at all FAA flight service stations, general aviation district offices, the FAA Western-Pacific Region Office in Los Angeles, California, and the National Flight Data Center in Washington, D.C. The Washington and region addresses are:

FAA Western-Pacific Region	Washington
P.O. Box 92007	DOT/FAA
Worldway Postal Center	800 Independence Ave., S.W.
Los Angeles, California 90009	Washington, D.C. 20591
Attn: AWP-530	Attn: AAT-250

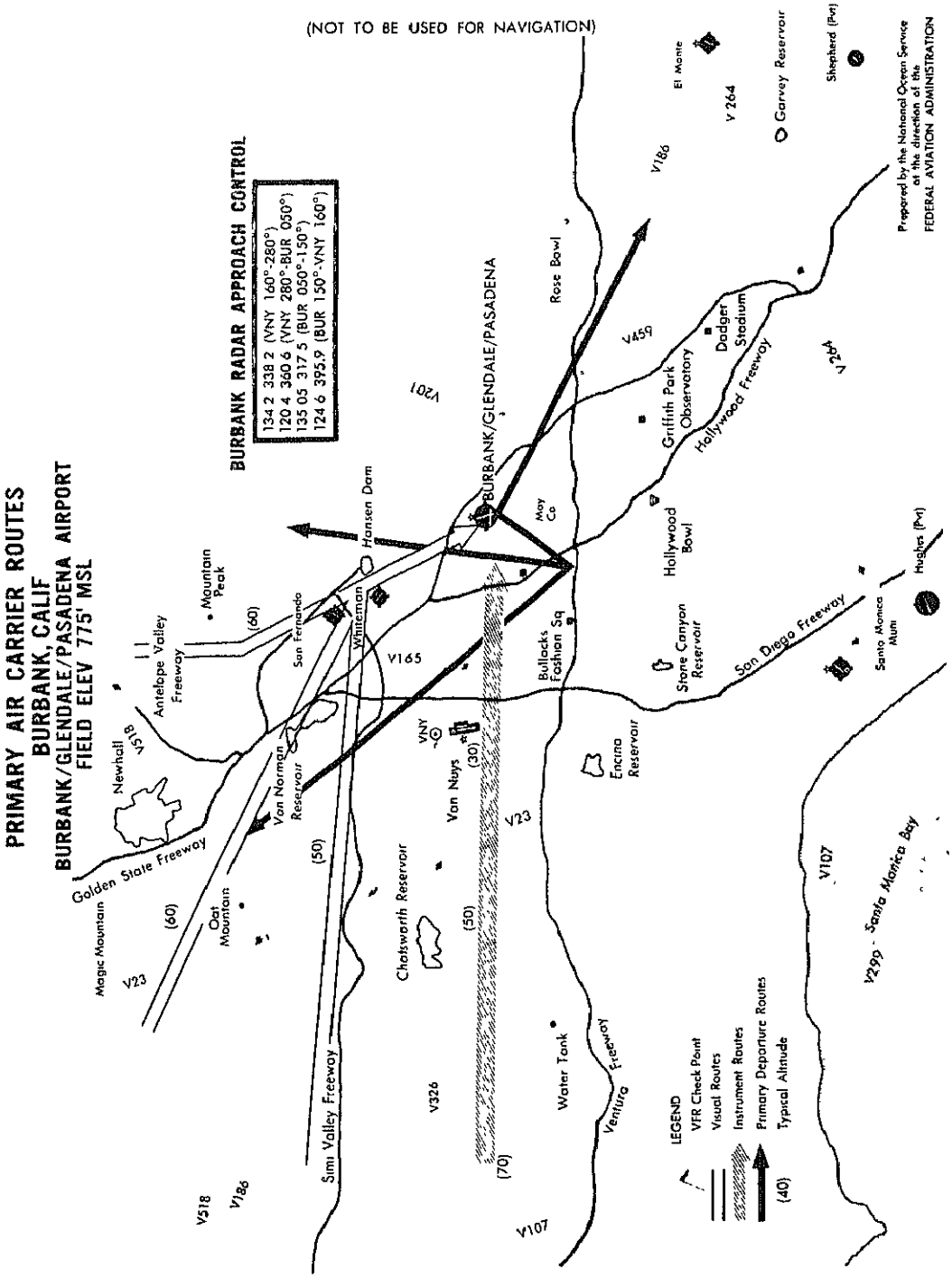
Aeronautical Charts for the 1984 Olympics. Special editions of the Los Angeles VFR Terminal Area Chart and Los Angeles and Vicinity VFR Helicopter Aeronautical Chart will be published. They will identify Olympic sites, airspace restricted areas, VFR (Alternate) Helicopter routes and other pertinent data. These charts will be available from the National Ocean Service and through their chart sales agents.

Notice to Airman (NOTAM) Information. Time-critical aeronautical information which is of either a temporary nature or is not sufficiently known in advance to permit publication on aeronautical charts or in other operational publications, receives immediate dissemination via the National Notice to Airmen (NOTAM) System. All domestic operators planning flight to the Olympics need to pay particular attention to NOTAM D, and Flight Data Center (FDC) NOTAM information. NOTAM D information could affect a pilot's decision to make a flight. It pertains to information on airports, runways, navigational aids, radar services, and other information essential to flight. An FDC NOTAM will contain information which is regulatory in nature, such as amendments to aeronautical charts and restrictions to flight. FDC and NOTAM D information will also be provided to international operators in the form of International NOTAM's.

GRAPHICS

The following graphics depict areas of concentrated IFR arrival and departure routes for the Los Angeles area and Olympic Airspace Restricted Areas. The airspace restricted areas shown are not depicted on the Los Angeles VFR Terminal Area Chart or the Los Angeles and vicinity VFR Helicopter Aeronautical Chart.

Graphic 1	Primary Air Carrier Routes, Burbank, California, Burbank/Glendale/Pasadena Airport.
Graphic 2	IFR routes, Long Beach, California.
Graphic 3	IFR routes, Los Angeles, California.
Graphic 4	Santa Barabara, California, University of California, Santa Barbara Olympic Airspace Restricted Area #1.
Graphic 5	Lake Casitas, California, Olympic Airspace Restricted Area #2.
Graphic 6	Malibu Point, California, Pepperdine University, Olympic Airspace Restricted Area #5.
Graphic 7	Palo Alto, California, Stanford, University, Olympic Airspace Restricted Area #23.
Graphic 8	San Diego, California, Fairbanks Ranch Country Club, Olympic Airspace Restricted Area #21.
Graphic 9	Annapolis, Maryland, Navy-Marine Corps. Stadium, East Coast Olympic Airspace Restricted Area #1.
Graphic 10	Boston, Massachusetts, Harvard University Stadium, East Coast Olympic site.

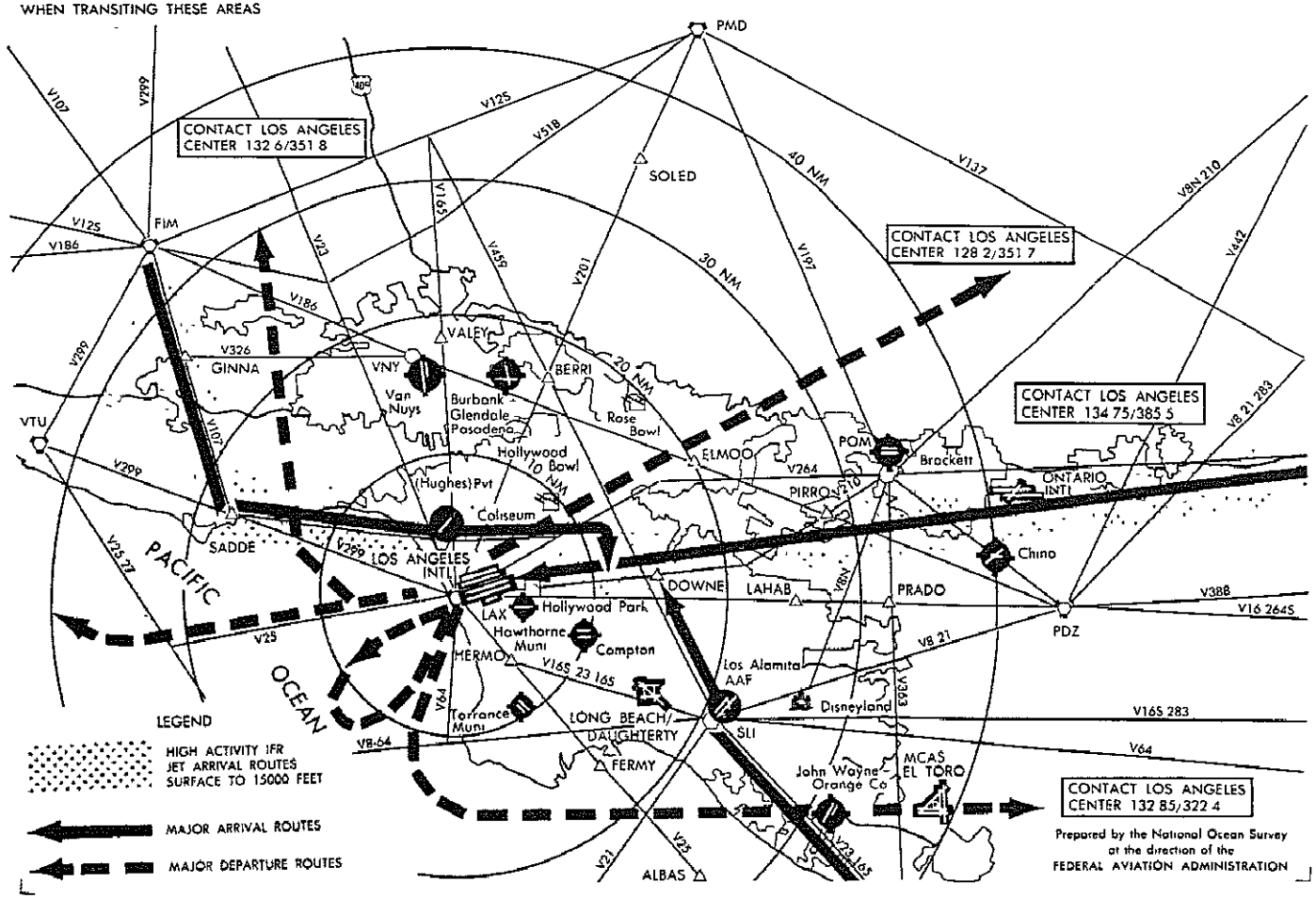

PRIMARY AIR CARRIER ROUTES
BURBANK, CALIF
BURBANK/GLENDALE/PASADENA AIRPORT
FIELD ELEV 775' MSL
(NOT TO BE USED FOR NAVIGATION)
BURBANK RADAR APPROACH CONTROL
134.2 338.2 (VNY 160°-280°)
120.4 360.6 (VNY 280°-BUR 050°)
135.05 317.5 (BUR 050°-150°)
124.6 395.9 (BUR 150°-VNY 160°)
BURBANK/GLENDALE/PASADENA
Hansen Dam
Whiteman
Mountain Peak
Antelope Valley Freeway
San Fernando
Newhall
Golden State Freeway
Magic Mountain
Oat Mountain
Van Norman Reservoir
Van Nuys
VNY
Chatsworth Reservoir
Simi Valley Freeway
Water Tank
Ventura Freeway
Encino Reservoir
Bullocks Fashion Sq
May Co
Rose Bowl
Griffith Park Observatory
Hollywood Bowl
Dodger Stadium
Hollywood Freeway
Stone Canyon Reservoir
San Diego Freeway
Santa Monica Muni
Hughes (Pvt)
Garvey Reservoir
El Monte
Shepherd (Pvt)
Santa Monica Bay
V23
V165
V201
V459
V264
V186
V518
V326
V107
V299
(60)
(50)
(30)
(70)
(40)
LEGEND
VFR Check Point
Visual Routes
Instrument Routes
Primary Departure Routes
Typical Altitude
Prepared by the National Ocean Service
at the direction of the
FEDERAL AVIATION ADMINISTRATION

TERMINAL AREA GRAPHIC NOTICE
(NOT TO BE USED FOR NAVIGATION)

LONG BEACH, CALIFORNIA
DAUGHERTY-JOHN WAYNE-ORANGE COUNTY-EL TORO

LOS ANGELES, CALIFORNIA

THIS GRAPHIC DEPICTS AREAS OF CONCENTRATED IFR ARRIVAL AND DEPARTURE TRAFFIC FOR THE INFORMATION AND GUIDANCE OF PILOTS OPERATING VFR IN THE LOS ANGELES TERMINAL AREA AND ADJACENT LOCATIONS SHADED AREAS DEPICT HIGH ACTIVITY IFR JET ARRIVAL ROUTES PILOTS ARE ADVISED TO EXERCISE CAUTION WHEN TRANSITING THESE AREAS

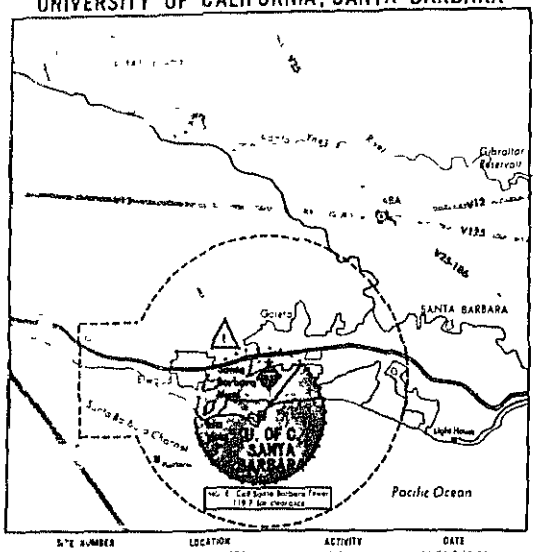


Prepared by the National Ocean Survey at the direction of the FEDERAL AVIATION ADMINISTRATION

TERMINAL AREA GRAPHIC NOTICE
(NOT TO BE USED FOR NAVIGATION)

26 NOV 1981

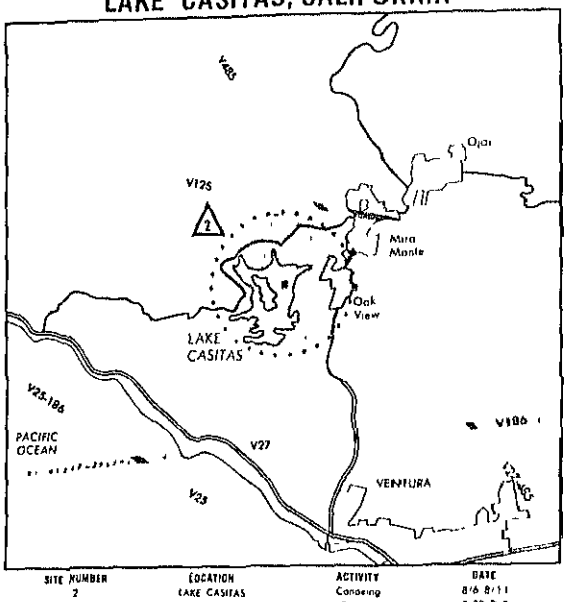
SANTA BARBARA, CALIFORNIA
UNIVERSITY OF CALIFORNIA, SANTA BARBARA



SITE NUMBER	LOCATION	ACTIVITY	DATE
1	[illegible] CALIFORNIA SANTA BARBARA	Volleyball	14 Apr 84 to 15 Apr 84

[illegible] 4.4 sq. mi. 2 statute miles of 34°24'30"N/119°51'59"W [illegible] the Santa Barbara [illegible] to 15,000' MSL Effective 7 14 84 8 15 84

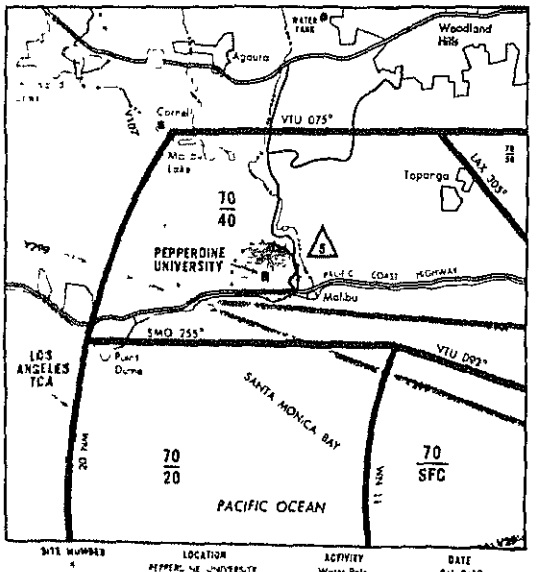
LAKE CASITAS, CALIFORNIA



SITE NUMBER	LOCATION	ACTIVITY	DATE
2	LAKE CASITAS	Canoeing Rowing	8/6 8/11 7/30 8/5

Airspace Restricted Area — 2 NM radius of 34°24'30"N/119°20'00"W Surface to 4000' MSL
Effective 7 14 84 8 15 84

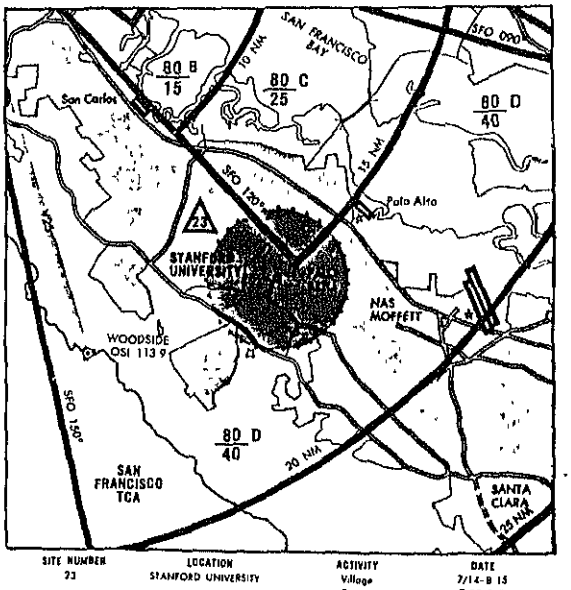
MALIBU POINT, CALIFORNIA
MALIBU, CALIFORNIA
PEPPERDINE UNIVERSITY



SITE NUMBER	LOCATION	ACTIVITY	DATE
4	PEPPERDINE UNIVERSITY	Water Polo	8/1 8/10

A [illegible] sq. mi. — 1 NM radius 34°02'30"N 118°42'30"W excluding coastline. Surface to [illegible] MSL Effective 7 14 84 8 15 84

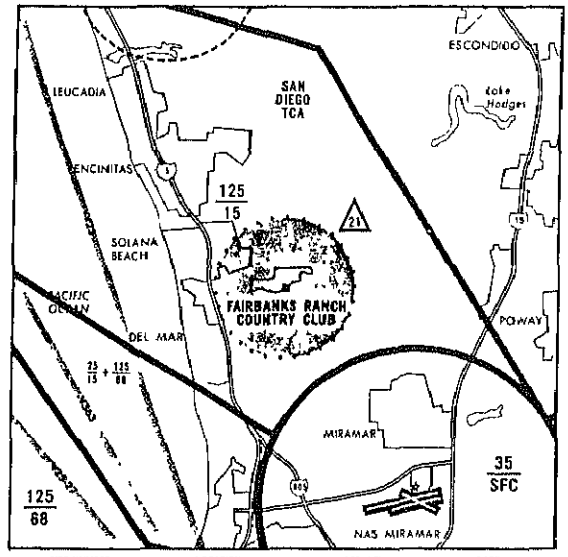
PALO ALTO, CALIFORNIA
STANFORD UNIVERSITY



SITE NUMBER	LOCATION	ACTIVITY	DATE
23	STANFORD UNIVERSITY	Volleyball Soccer	7/14-8 15 7/29 8/8

Airspace Restricted Area — 2 NM radius of 37°25'40"N/122°10'10"W Surface to 2500' MSL
Effective 7/14 84 8/15/84

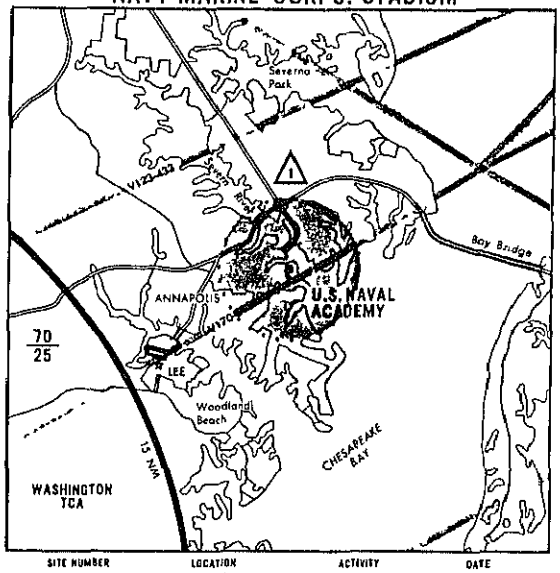
SAN DIEGO, CALIFORNIA
FAIRBANKS RANCH COUNTRY CLUB



SITE NUMBER	LOCATION	ACTIVITY	DATE
21	FAIRBANKS RANCH COUNTRY CLUB	Equestrian	8 1 8 3

Airspace Restricted Area — 2 NM radius at 32 55 32 N 117 12 42 W excludes I 5 Freeway Surface to 2500' MSL Effective 7 14 84 8 15 84

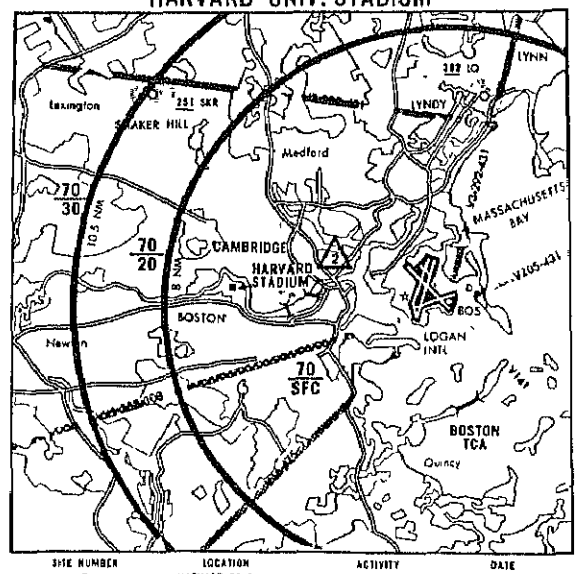
ANNAPOLIS, MARYLAND
NAVY-MARINE CORPS. STADIUM



SITE NUMBER	LOCATION	ACTIVITY	DATE
1	NAVY MARINE CORPS STADIUM	Soccer	7 29 8 3
		Village	7 14 8 7

Airspace Restricted Area — 2 NM radius at 38°59'00"N 76°29'20"W Surface to 2000 MSL Effective 7 14 84 8 7 84

BOSTON, MASSACHUSETTS
HARVARD UNIV. STADIUM



SITE NUMBER	LOCATION	ACTIVITY	DATE
2	HARVARD STADIUM	Soccer	7 29 8 3
		Village	7 29 8 3

Effective July 9 - September 10, 1984

Grande Temporary MOA, NM

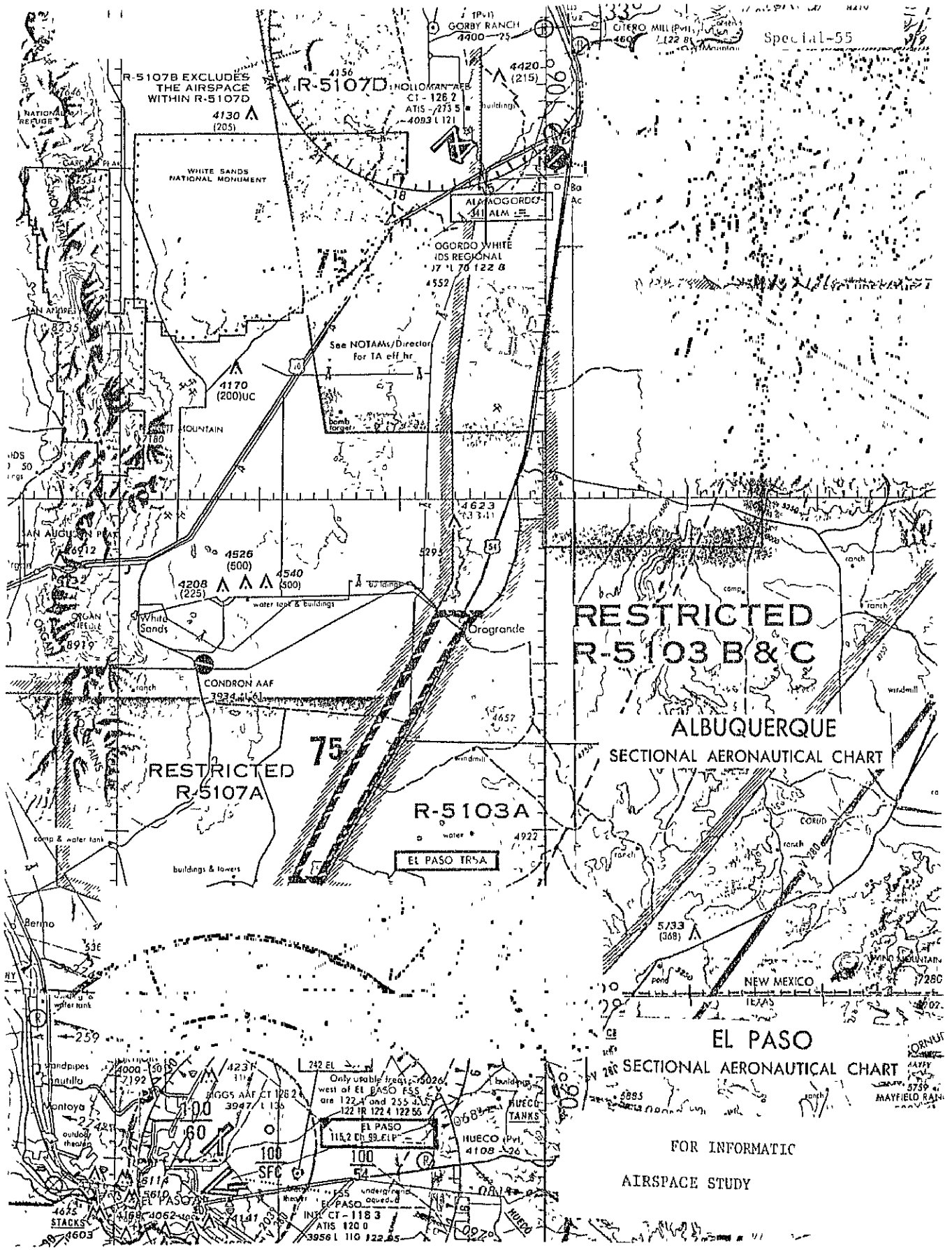
Boundaries. Beginning at lat. 32°07'00"N., long. 106°17'06"W.;
to lat. 32°23'00"N., long. 106°07'14"W.;
to lat. 32°23'00"N., long. 106°04'20"W.;
thence south along the Southern and Pacific Railroad
to lat. 32°07'00"N., long. 106°15'12"W.;
thence to the point of beginning.

Altitudes. 100 feet AGL up to and including 1,500 feet AGL.

Times of Use. Intermittent, by NOTAM, July 9 - September 10, 1984.

Controlling Agency. Albuquerque ARTCC, NM.

Using Agency. Department of the Army, U.S.Army Operational Test and Evaluation Agency, Fort Bliss, TX.



FOR INFORMATIC

AIRSPACE STUDY

SPECIAL USE AIRSPACE

(MILITARY OPERATIONS AREAS)

Effective August 19-24, 1984

Yakima 1 Temporary MOA, WA

Boundaries. Beginning at lat. 46°58'00"N., long. 120°18'00"W.;
to lat. 47°00'00"N., long. 120°57'00"W.;
to lat. 46°53'00"N., long. 120°57'00"W.;
to lat. 46°45'00"N., long. 120°38'00"W.;
to lat. 46°56'00"N., long. 120°29'00"W.;
to the point of beginning.

Altitudes. 200 feet AGL to and including 15,000 feet MSL.

Times of use. 24 hours daily.

Controlling agency. FAA, Seattle ARTCC

Using agency. Det 6, 602 Tactical Air Control Wing, Fort Lewis, WA

SPECIAL USE AIRSPACE

(MILITARY OPERATIONS AREA)

Effective August 19-24, 1984

Yakima 2 Temporary MOA, WA

Boundaries. Beginning at lat. 46°56'00"N., long. 120°29'00"W.;
to lat. 46°58'00"N., long. 120°18'00"W.;
to lat. 46°40'30"N., long. 120°28'00"W.;
to lat. 46°45'00"N., long. 120°38'00"W.;
to the point of beginning.

Altitudes. 200 feet AGL to and including 12,000 feet MSL.

Times of use. 24 hours daily.

Controlling agency. FAA, Seattle ARTCC

Using agency. Det 6, 602 Tactical Air Control Wing, Fort Lewis, WA

SPECIAL USE AIRSPACE

(MILITARY OPERATIONS AREA)

Effective August 19-24, 1984

Yakima 3 Temporary MOA, WA

Boundaries. Beginning at lat. 46°58'00"N., long. 120°18'00"W.;
to lat. 46°59'00"N., long. 119°57'00"W.;
to lat. 46°47'00"N., long. 119°48'00"W.;
to lat. 46°30'00"N., long. 119°50'00"W.;
to lat. 46°29'00"N., long. 119°55'30"W.;
to lat. 46°33'00"N., long. 120°09'30"W.;
then northwest along the southern borders of R-6714C and R-6714D;
to lat. 46°39'30"N., long. 120°25'00"W.;
to lat. 46°40'30"N., long. 120°28'00"W.;
to the point of beginning.

Altitudes. 200 feet AGL to but not including FL 180.

Times of use. 24 hours daily.

Controlling agency. FAA, Seattle ARTCC

Using agency. Det 6, 602 Tactical Air Control Wing, Fort Lewis, WA

SPECIAL USE AIRSPACE

(MILITARY OPERATIONS AREA)

Effective August 19-24, 1984

Yakima 4 Temporary MOA, WA

Boundaries. Beginning at lat. 46°59'00"N., long. 119°57'00"W.;
to lat. 46°52'00"N., long. 119°07'00"W.;
to lat. 46°50'00"N., long. 119°05'00"W.;
to lat. 46°45'00"N., long. 119°00'00"W.;
to lat. 46°29'00"N., long. 119°00'00"W.;
to lat. 46°21'30"N., long. 119°08'00"W.;
to lat. 46°21'30"N., long. 119°30'00"W.;
to lat. 46°23'00"N., long. 119°52'00"W.;
to lat. 46°29'00"N., long. 119°55'30"W.;
to lat. 46°30'00"N., long. 119°50'00"W.;
to lat. 46°47'00"N., long. 119°48'00"W.;
to the point of beginning.

Altitudes. 4,500 feet MSL to but not including FL 180.

Times of use. 24 hours daily.

Controlling agency. FAA, Seattle ARTCC

Using agency. Det 6, 602 Tactical Air Control Wing, Fort Lewis, WA

U.S. GOVERNMENT PRINTING OFFICE : 1984 O - 448-539

ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMs are italicized.

A

/	and
AAS	Airport Advisory Service
A/C	Approach Control
acft	aircraft
ACR	Air Carrier
ADF	Automatic Direction Finder
APR	Approach End Runway
AGL	above ground level
AIM	Airman's Information Manual
ALS	Approach light system
ALSF-1	Standard 2400' High Intensity Approach Lighting System with Sequenced Flashers, Category I Configuration
ALSF-2	Standard 2400' High Intensity Approach Lighting System with Sequenced Flashers, Category II Configuration
alt	altitude
altm	altimeter
altn	alternate
ALSTG	altimeter setting
amdt	amendment
apch	approach
apchg	approaching
aprx	approximate
arpt	airport
arr	arrive or arrival
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASDE	airport surface detection equipment
ASR	Apt Surveillance Radar
ATC	air traffic control
ATCT	air traffic control tower
ATIS	Automatic Terminal Information Service
avbl	available
awy	airway

B

BC	back course
bcn	beacon
bcst	broadcast
bldg	building
brg	bearing
btn	between
byd	beyond

C

cat	category
CFR	crash fire rescue
clnc	clearance
clsd	closed
cmsnd	commissioned
cntr	center
cntrln	centerline
Comlo	Compass locator
const	construction
cpty	capacity
crs	course
ctc	contact
CTLZ	Control Zone

D

D	Runway weight bearing capacity for aircraft with dual wheel type landing gear
daytt	daylight
dcmsnd	decommissioned
DDT	Runway weight bearing capacity for aircraft with double duallan dem type landing gear
degs	degrees
dep	depart, departure
DF	direction finder
DH	decision height
DME	UHF standard TACAN compatible distance measuring equipment
dsplcd	displaced
dstc	distance
DT	Runway weight bearing capacity for aircraft with dual tandem type landing gear
durg	during
DVFR	Defense Visual Flight Rule

E

E	east
EFAS	Enroute Flight Advisory Service
elev	elevation
emerg	emergency
equip	equipment
excp	except

F

FAF	final approach fix
FAR	Federal Aviation Regulation
FDC	Flight Data Center
FIP	flight information (permanent)
FIT	flight information (temporary)
FL	Flight Level
FM	fan marker
freq	frequency
FSS	Flight Service Station
ft	feet

G

govt	government
GS	glide slope
GWT	gross weight

H

HAA	height above airport
HAT	height above touch down
HIRL	High Intensity Runway Lights
hol	holiday
hwy	highway

I

IAF	initial approach fix
IAP	initial approach procedure
ident	identification
IF	intermediate fix
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	instrument landing system
info	information
inop	inoperative
int	intersection
intl	international
intst	intensity
ISMLS	Interim Standard Microwave Landing System

J

J bar	jet runway barrier

K

kHz	kilohertz

L

L	left (used only to designate rwys) eg rwy 12L
lat	latitude
lbs	pounds (weight)
lctd	located
LDA	Localizer type directional aid
LDIN	Lead-in Lighting System
lgtd	lighted
LMM	compass locator at middle marker ILS
lndg	landing
loc	localizer
LOM	compass locator at outer marker ILS
long	longitude

M

MAA	maximum authorized altitude
mag	magnetic
maint	maintain, maintenance
MALS	Medium Intensity Approach Light System
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAP	missed approach point
max	maximum
MAC	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum enroute IFR altitude
MHz	megahertz
min	minimum or minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
muni	municipal

N

N	north
NA	not authorized
natl	national
navaid	navigational aid
NDB	Non directional Radio Beacon
NM	nautical mile(s)
NOPT	no procedure turn required

O

obstn	obstruction
ODALS	Omnidirectional Approach Lighting System
OM	outer marker ILS
oper	operate
opn	operation
orig	original
OTS	Out of Service
ovrn	overrun

P

PAR	Precision Apch Radar
pat	pattern
permly	permanently
PPR	Prior Permission Required
proc	procedure

Q

quad	quadrant

R

R	right (used only to designate rwys) eg rwy 19R
RADAR	Radio Detection and Ranging
RAPCON	radar approach control (USAF)
RCAG	Remote Center air/ground
RCLS	Runway Centerline Lights System
RCO	Remote Communications Outlet
rcv	receive
rcvg	receiving
REIL	Runway End Identifier Lights
req	request
RNAV	Area Navigation
RRP	Runway Reference Point
rstrd	restricted
RTS	returned to service
RVR	runway visual range
RVRM	Runway Visual Range Midpoint
RVRT	Runway Visual Range Touchdown
RVRR	Runway Visual Range Rollout
RVV	runway visibility values
rwy	Runway
Nr	number

S

S	south
S	Runway weight bearing capacity for aircraft with single wheel type landing gear
SDF	Simplified Directional Facility
sec	second
sfc	surface
SFL	Sequenced Flashing Lights
SI	straight in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALS	Simplified Short Approach Lighting System
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
STOL	Short take-off & landing runway
svc	service

T

T	true (after a bearing)
TAC	Terminal Area Chart
TACAN	UHF navigational facility—omni directional course and distance information
TCA	Terminal Control Area
TCH	Threshold Crossing Height
tfc	traffic
thr	threshold
thru	through
tkof	take-off
tmprly	temporarily
tmpry	temporary
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar approach control
trml	terminal
TRSA	Terminal Radar Service Area
tsnt	transient
TWEB	transcribed weather brief
twr	tower
twy	taxiway

U

UHF	Ultra high frequency
unavbl	unavailable
unlgtd	unlighted
unmon	unmonitored
unusbl	unusable

V

VASI	Visual Approach Slope Indicator
VDP	visual descent point
VFR	visual flight rules
VHF	Very high frequency
vis	visibility
VOR	VHF Omni-Directional Radio Range
VORTAC	Combined VOR and TACAN System
VOT	a VOR Receiver testing facility
vsby	visibility

W

W	west
wea	weather
wkday	weekday
wkend	weekend
wpt	waypoint
WS	Weather Service
wt	weight

Z

Z	Greenwich mean time